



DC5 TURBO

Rare boosted Integra

WIDE BOY ZX

Custom 300ZX twin-turbo



JAPANESE CARS

BANZAI

THE UK'S BEST-SELLING JAPANESE TUNING MAGAZINE

950 BHP SOARER

With custom carbon parts
and scorching 2JZ power,
this coupé is like no other!



TECH TALK:
EXHAUSTS

COTY WINNER
ANNOUNCED

RETRO TOYOTA
CROWN TURBO

TWIN HONDAS
FROM MALTA



@banzaimag
MAR 2016
Issue 173
£4.50



800BHP R33 SKYLINE GT-R

*This road-ready Skyline is set
to tear up the Tarmac in style!*



ABP MOTORSPORT

We share the passion!

Call our Sales Team Today

01270 567 177

HONDA Civic Type R FN2

ABP have developed a full range of tuning parts for the FN2 Civic Type R using our own development car. Testing on the Nurburgring we offer exclusive suspension, brake and performance parts that guarantee to bring your Type R alive! Who said the EP3 was better....

EXHAUSTS

MILLTEK SPORT ABP exclusive cat-back stainless steel exhaust system.....	£499.00
These exclusive to ABP Milltek systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains.	
MILLTEK SPORT 3" round tailpipe trims.....(pair)	£125.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£630.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat.....	£770.00
O2 simulator (removes ECU light with race manifold fitted).....	£70.50
PIPER Stainless steel cat-back exhaust system.....	£520.00
HKS Sport Muffler cat-back exhaust system (3" tailpipes & HKS trims).....	£862.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty).....	£41.00
K&N Apollo closed box air filter induction kit.....	£158.00
AEM Short Ram air induction kit (polished or red alloy intake pipe).....	£169.00
POWERTEC Stainless steel air filter kit (including heat shield).....	£149.00
PIPERCROSS Sports air filter kit (including heat shield).....	£145.00
HKS Racing Suction Kit (includes alloy intake pipe).....	£365.00

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the FN2. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides. Please call for fully fitted prices.	
EIBACH Pro-Kit -15mm lowering spring kit.....	£159.00
All the advantages of our -30mm kits but with less lowering!	
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear camber & toe shims (to get the very best handling).....	(each) £8.50
KW Variant 1 coil-over suspension kit (fully adjustable ride height).....	£879.00
KW Variant 2 coil-over suspension kit (fully adjustable height & rebound).....	£1,069.00
KW Variant 3 coil-over suspension kit (fully adjustable height, bump & rebound).....	£1,379.00
TEIN S-Tech lowering spring kit (Front -15mm Rear -20mm).....	£228.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability).....	£108.00
ABP Stage 1 Fast Road suspension geometry set-up (including camber bolts).....	£135.00
This set up in ABP's workshop improves the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.	
ABP Stage 2 Fast Road suspension geometry set-up (including bolts & rear shims).....	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.	

BRAKES

STOPTECH Fast Road Front brake pads.....	(set) £49.00
STOPTECH Front Sport Stop Grooved brake discs.....	(pair) £190.00
STOPTECH Rear Sport Stop Grooved brake discs.....	(pair) £145.00
POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs.	
Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
STOPTECH BBK 328mm Brake caliper conversion kit*.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. Choice of Black or Red calipers	
*EIBACH 15mm Pro-Spacer kit (required to fit Stoptech brake kits behind OE Honda wheels).....	£108.00
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£92.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£54.00
EBC Turbo Groove drilled & grooved front brake discs.....	(pair) £245.00
TAROX G88 40-Groove high performance front brake discs.....	(pair) £217.00
GOODRIDGE Stainless steel 6-line brake hose kit (including distribution blocks).....	£175.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOLIATEC Caliper paint kit (various colours).....	£24.90

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

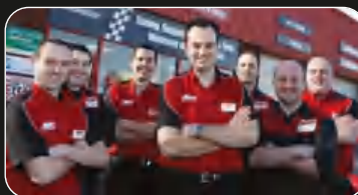
OTHER ITEMS

HKS IRIIDIUM spark plugs (set 4).....	£82.00
PIAA Headlight bulb upgrade kits (Set of 6 bulbs - sidelight, dip & main beam).....	from £95.00
YOKOHAMA 225/40X18 PARADA Spec 2 tyre.....	£125.00
YOKOHAMA 225/40X18 ADVAN NEOVA A008 tyre (ultimate track day tyre).....	£169.00
YOKOHAMA 225/35X19 Advan Sport OE tyre.....	£215.00

SERVICING FOR FN2 & EP3 TYPE R

ABP offer a full range of servicing to HONDA specification which will not affect the manufacturer's warranty.	
12 month / 12,500 mile service to HONDA spec including all parts & Labour.....	£119.00
24 month / 25,000 mile service to HONDA spec including all parts & Labour.....	£198.40
36 month / 37,500 mile service to HONDA spec including all parts & Labour.....	£154.00
48 month / 50,000 mile service to HONDA spec including all parts & Labour.....	£198.40
60 month / 62,500 mile service to HONDA spec including all parts & Labour.....	£119.00
72 month / 75,000 mile service to HONDA spec including all parts & Labour.....	£385.00

All of our services include MOTUL fully synthetic oil, Honda oil & air filters & NGK spark plugs. Cars are serviced to exact HONDA specification and service books are stamped maintaining the warranty. If cars are fitted with performance air filters above prices will be reduced accordingly.



**ALL PRICES
INCLUDE VAT**

ABP MOTORSPORT - Your One Stop Tuning Shop

- Modern easy to find premises
- Established for over 45 years
- Fully equipped on-site workshop
- Easy access of the M6 (J16)
- Large parking facilities
- Passionate staff
- Fast mail order
- 1st class customer service
- Excellent product availability
- Competitive prices

Please phone
if your car is not
listed, as only a small
range of our parts
are listed

- Mail Order • Retail Tuning Shop
- Workshop Fitting Service • MOT
- Servicing • Repairs & Tuning

HONDA Civic Type R EP3

ABP purchased an EP3 Type R back in 2001 with the sole aim of developing a full range of tuning parts. We offer exclusive ranges of suspension, brake and performance parts that we believe are the very best available. 10 years on the EP3 is still a great car and more affordable than ever so with a few choice mods the tuning world is your oyster...

EXHAUSTS

PIPER ABP exclusive Single-box cat-back stainless steel exhaust system.....	£349.00
These exclusive to ABP Piper single silencer systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains. System has a 6x4" oval tailpipe.	
PIPER Twin-box cat-back stainless steel exhaust system As above but with 2 silencers - some power with less sound!.....	£399.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£498.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat.....	£678.00

Independent rolling road tests show an incredible increase of +228HP using a PIPER manifold, de-cat and exhaust system on the EP3 Type R!

DC SPORTS Stainless steel SCS cat-back exhaust system (4" round tip).....	£430.00
DC SPORTS Stainless steel SHORTY exhaust manifold (uses original cat).....	£375.00
DC SPORTS Stainless steel RACE exhaust manifold (removes catalyst).....	£395.00
All DC Sports items are beautifully crafted in polished stainless steel and offer fantastic looks and power gains. The SCS system comes with a removable silencing baffle ideal for track days.	
O2 simulator (removes ECU light with race manifold fitted).....	£70.50
HKS Hi Power 409 cat-back exhaust system (120mm angled tailpipe).....	£471.90
Stunning JAP style exhaust system with removable silencing baffle and polished 120mm tailpipe.....	£204.00
SUPERSPRINT Stainless Steel straight through B-pipe.....	£26.00
ENERGY SUSPENSION Up-rated engine mount insert bush kit.....	£26.00

Essential when using any modified exhaust manifold. These also aid traction & prevent wheel hop.

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty).....	£49.00
K&N 57i Air filter kit.....	£109.00
K&N Typhoon air filter induction kit (wrinkle red finish intake pipe).....	£150.00
AEM CAI Cold Air Induction kit (filter relocated behind front bumper) +158HP.....	£245.00
AEM V2 Air Filter Induction kit (Unique dual plenum intake pipe) +188HP.....	£265.00
PIPERCROSS VENOM Sports air filter kit (fully enclosed air box system).....	£175.00

Intake kits make a massive difference to the EP3 Type R offering anything up to +188HP power gains.

Choosing the right combination of exhaust system and filter kit can add up to +25 BHP power improvements!

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the EP3. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides.	
EIBACH Pro-Kit -15mm lowering spring kit - All the advantages of our -30mm kits but with less lowering!.....	£159.00
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear fully adjustable camber arms (to get the very best handling).....	(pair) £135.00
BILSTEIN B4 Shock absorber kit (front & rear shocks).....	(set 4) £385.00
BILSTEIN B8 Sports up-rated shock absorber kit (front & rear shocks).....	(set 4) £655.00
BILSTEIN are arguably the Worlds best shock absorbers, developed on the Nurburgring they offer fantastic chassis control without the extremes of coil-over set-ups. Simply the best real World suspension solution.	
TEIN S-Tech lowering spring kit -20mm.....	£228.00
TEIN BASIC coil over suspension kit (adjustable height only).....	£708.00
TEIN Superstreet coil over kit (adjustable height & damping).....	£804.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability).....	£108.00
JDM Rear Anti Roll Bar (including bushes).....	£102.50
E-TECH front polished alloy strut brace.....	£87.50
E-TECH front wide-bar lightweight alloy strut brace.....	£170.00
ABP Fast Road suspension geometry set-up (including front camber bolts).....	£155.00

This set up in ABP's workshop improves the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

BRAKES

STOPTECH Fast Road Front brake pads (set).....	£49.00
STOPTECH Fast Road Rear brake pads (set).....	£38.00
STOPTECH Front Sport Stop Grooved brake discs (pair).....	£190.00
STOPTECH Rear Sport Stop Grooved brake discs (pair).....	£140.00
POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs. Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
EIBACH 15mm Pro-Spacer kit* (required to fit Touring kit behind OE Honda wheels).....	£108.00
STOPTECH BBK 328mm Brake caliper conversion kit.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. This kit fits behind the original Honda 17" alloy. Choice of Red or Black calipers.	
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£92.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£58.00
EBC Turbo Groove drilled & grooved front brake discs.....	(pair) £245.00
TAROX G88 40-Groove high performance front brake discs.....	(pair) £217.00
GOODRIDGE Stainless steel 4-line brake hose kit (zinc plated unions).....	£62.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOLIATEC Caliper paint kit (various colours).....	£24.90

OTHER ITEMS

HKS IRIIDIUM spark plugs (set 4).....	£82.00
NEUSPEED Short Shift gear lever kit.....	£95.00
EXEDY OE 3-piece Clutch kit - Fitting service available.....	£195.00
PIAA Headlight bulb upgrade kits (Set of 4 bulbs - sidelight, dip/main beam).....	from £65.00
PIAA Silicone front wiper blade kit (pair of silicone wiper blades).....	£43.00
YOKOHAMA 215/40X17 PARADA Spec 2 tyre.....	£92.00
YOKOHAMA 215/40X17 ADVAN NEOVA A008 tyre (ultimate track day tyre).....	£156.00

ABP recommend changing the original 205/45x17 tyres to the better 215/40x17 size. Wider, slightly lower profile these tyres offer improved handling, grip, feel and they're cheaper!

SERVICING - See FN2 Listing

FULL RANGE OF PARTS AVAILABLE FOR ALL MAKES / MODELS
HONDA • TOYOTA • MAZDA • MITSUBISHI • SUBARU • NISSAN • LEXUS

01270 567 177

NEXT DAY DELIVERY

PHONE TODAY FOR NEXT DAY DELIVERY* or WHY NOT CALL INTO OUR SHOWROOM TO COLLECT OR LET US FIT THE PARTS FOR YOU IN OUR FULLY EQUIPPED ON-SITE WORKSHOP

* Orders must be placed before noon and are only available on stock items (excluding Sunday). Please phone for postage prices on your order

~ EXPORT ORDER ARE WELCOME ~

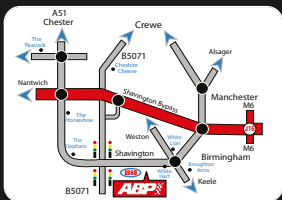
Orders can be placed by phone with a credit/debit card for immediate despatch. Postal orders and cash are also acceptable. At ABP full security checks are made to ensure the validity of the credit card holder. All attempted credit card frauds are reported to the police.

www.abpmotorsport.co.uk

~ ALL PRICES INCLUDE VAT ~

We reserve the right to change prices in accordance with certain manufacturers. Rights of cancellation details supplied. Prices are correct at time of going to press. E&OE.

How to find us



ABP Motorsport
416 Newcastle Road, Shavington,
Crewe, Cheshire CW2 5EB
Fax 01270 568177
sales@abpmotorsport.co.uk

Opening Hours

Mon-Fri 8.30am - 6.00pm
Sat 9.00am - 3.00pm



ABP are an official UK importer of STOPTECH brakes and offer the full range of high performance brake pads, brake discs and the AWESOME caliper conversion kits. Used extensively in Time Attack series cars these kits are reputed to be the best available. Full range of 4 & 6 pot kits available for most Japanese cars please call for prices to make your car STOP!

STOPTECH high performance brake pads	from £38
EVO 5-9 & Impreza STi FRONT & REAR brake pad set	£118
STOPTECH High performance grooved brake discs	from £140
Mitsubishi EVO 5-9 Front grooved brake discs	£225
Mitsubishi EVO 5-9 Rear grooved brake discs	£195
Honda Civic Type R FRONT & REAR grooved brake disc kit	£330
STOPTECH Big Brake Caliper conversion kits	from £995
Honda Civic Type R EP3 & FN2 Touring kit (300mm)	£995
Honda Civic Type R EP3 & FN2 (4-pot 320mm)	£1,450
Mitsubishi EVO 7-10 (4-pot & 6-pot kits)	from £1,550
Nissan Skyline R32, 33, 34 (4-pot & 6-pot kits)	from £1,550

Full range available for Honda, Lexus, Mazda, Nissan, Subaru & Toyota



AEM offer the very best intake kits for your Japanese car. AEM lead the way in air filter technology and now use the revolutionary DRYFLOW filter units. ABP are an official AEM importer dealing directly with the manufacturer!

• Massive Range stocked • Excellent power gains • Call for prices

Cold Air Intake Kits	
Honda Integra Type R DC2	£269.00
Honda Integra Type R DC5	£255.00
Subaru Impreza inc. STi (2001 on)	£262.00
Subaru Impreza Inc STi (2008 on) +308HP	£255.00
Mazda MX5 (2006 on)	£275.00
Mitsubishi EVO 10 +168HP	£275.00
Short Ram Intake Kits	
Mitsubishi EVO 7, 8, 9 (inc. heat shield)	£235.00
Nissan 350Z (inc. heat shield)	£315.00
Subaru Impreza inc. STi (2001 on)	£169.00
V2 Dual Plenum Air Intake Kits	
Honda S2000	£275.00
Honda Civic Type R EP3 & DC5 Integra	£265.00



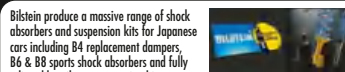
ABP are official importers UK importers of DC Sports products direct from the USA. Products include ceramic coated & stainless steel exhaust manifolds and stainless steel exhaust systems.

DC Sports Exhaust Manifolds	
Honda Civic Type R EP3 Stainless Steel Race manifold - (These fully polished manifolds also remove the catalyst)	£395.00
Nissan 350Z Ceramic Coated tubular sports manifolds (pair)	£475.00
Mitsubishi EVO 5-9 Large Bore Stainless Steel Race Manifold	£399.00
DC Sports Stainless Steel Exhaust Systems	
Honda Integra Type R DC2	£399.00
Honda Integra Type R DC5	£430.00
Honda Civic Type R EP3 (inc. removable baffle)	£430.00
Mitsubishi EVO 7, 8 & 9	£449.00
Nissan 350Z (Sounds like a 911 Race car!)	£699.00
Subaru Impreza (2002 on) inc. STi & WRX	£425.00

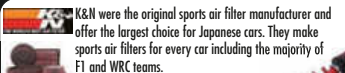
FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE



EIBACH produce the Worlds finest springs with quality second to none. Not only do they improve the looks of the car but they also offer better handling with improved ride quality. ABP offer the full range of EIBACH suspension products available including lowering spring kits, suspension kits, alignment products and wheel spacer kits. **PLEASE CALL**



Bilstein produce a massive range of shock absorbers and suspension kits for Japanese cars including B4 replacement dampers, B6 & B8 sports shock absorbers and fully adjustable coil over suspension kits. All Bilstein development work is carried out on the legendary Nurburgring.



K&N were the original sports air filter manufacturer and offer the largest choice for Japanese cars. They make sports air filters for every car including the majority of F1 and WRC teams.

• Replacement elements from £29.00

• 571 induction kits from £64.00

• Typhoon induction kits from £135.00



ABP stock the full range of PIAA products including bulbs, silicon wiper blades, lamps and vision products. PIAA produce a massive range of lighting products to suit all applications and they are used extensively in motorsport throughout the World. Don't confuse PIAA bulbs with the cheaper brands out there as PIAA are THE BEST.

• LED SideLight bulbs from £24.50 • Headlight bulbs from £35.00 • Silicon wipers from £21.50



We offer the full range of TEIN suspension to suit all needs & budgets. TEIN offer kits to suit road, track day, drift or competition use. Choose from a lowering spring kit to a fully adjustable coil over kit with adjustable alloy top mounts. Kits available for Honda, Lexus, Mazda, Mitsubishi, Nissan, Subaru & Toyota.

• Lowering Springs from £155

• Coil-Over Kits from £660

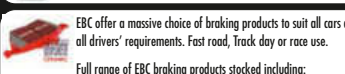


Tarox G88 4-Groove brake discs offer awesome braking performance under the most extreme conditions. Unique heat treatment process makes these one of the strongest discs available. Full range of uprated brake discs, brake pads and big caliper conversion kits available for most Japanese cars. **PLEASE CALL**

Fast Road brake pads from £49.00

G88 4 Groove brake discs from £159.00

TAROX big brake caliper kits from £1,250



EBC offer a massive choice of braking products to suit all cars and all drivers' requirements. Fast road, Track day or race use.

Full range of EBC braking products stocked including:

GREENSTUFF brake pads for road use from £28.00 set

REDSTUFF Ceramic brake pads for fast road use from £46.00 set

YELLOWSTUFF brake pads ideal for track-day use from £65.00 set

TURBOGROOVE grooved & drilled brake discs from £140.00 pair

PLEASE CALL



ABP offer the full range of FERODO high performance brake pads. The DS2500 range is ideally suited to extreme road use and is an ideal track day pad. Massive range available to suit all popular Japanese high performance cars. Other compounds are available for more extreme track use or full race applications.

• Honda Civic Type R EP3 & FN2 Front DS2500 Brake pads £99.50

• Honda Civic Type R EP3 & FN2 Rear DS2500 Brake pads £91.50 **PLEASE CALL**

WORKSHOP FITTING SERVICE

Our fully equipped modern workshop allows us to carry out a full range of servicing, maintenance & performance modifications in-house. Staffed by fully qualified enthusiastic technicians trained to the highest standards we are able to skilfully fit, set-up, tune and optimise any modifications to get the best out of your car - This is our passion! From regular manufacturer spec servicing, MOT testing, performance tuning & chassis development to full on track day preparation we can offer the complete service.



ABP's workshop carries Cheshire County Council Trading Standards approval assuring you of the highest quality and 1st class customer service. ABP achieved Trading Standards first perfect 100% mystery shop result in August 2010.

ABP were awarded CAT magazines coveted title of National Garage of the Year in both 2010 and 2011. An award we all take very seriously and testament to our very high standards.

- Performance Parts Installation
- Manufacturer Spec Servicing
- Suspension Fitting Specialists
- Wheel alignment & Suspension Geometry
- Maintenance & Repairs
- MOT Testing Station
- Customer Supplied Parts Fitted
- Clutch fitting
- Cam / Timing Belts Replaced
- Fully Skilled & Experienced Staff
- Trading Standards Approved
- National CAT Garage of the Year 2010 & 2011



SERVICING AND MAINTENANCE

We offer a full servicing & Maintenance service to our customers. ABP Service all cars to manufacturer specification therefore maintaining warranties & correct service history!

The advantages our service gives you over & above the dealers (or stealers!) are:

- Enthusiastic passionate staff
- Guaranteed level of personal service
- Full range of services including modifications
- Competitive Labour prices
- All makes / models worked on
- No problems with imports
- One-Stop tuning shop

Full range of servicing / maintenance available including timing belts, clutches, brakes, suspension & steering work.

Please phone with your exact requirements and we will be happy to advise and give competitive prices.

WHEEL ALIGNMENT & SUSPENSION GEOMETRY

- Vague Steering?
- Steering wheel miss-aligned?
- Excessive or uneven tyre wear?
- General poor handling?



Lots of Japanese cars have fully adjustable wheel alignment, castor adjustment & camber adjustment both front and rear. Manufacturer's geometry specifications allow for very generous tolerances which can lead to poor handling, excessive tyre wear, vague steering feel and even reduced MPG!

ABP can 'blueprint' your suspension geometry settings allowing you to benefit from maximum steering response & improved grip along with improved tyre life and increased economy. We have the latest computerised 4-wheel alignment equipment and are able to optimise the geometry settings on your car.

ABP can also offer unique FAST ROAD settings for many cars offering improved handling and turn in by introducing more extreme alignment practices. We can also set your geometry up to your own individual spec for track use or drifting etc.

Please phone for exact prices on your car & prepare to feel the differences immediately.

Examples	
Full suspension 4-wheel alignment check and report (no adjustment)	£55.00
Front Wheel Alignment check & adjust	from £35.00
Front & Rear Wheel Alignment check & reset	from £75.00
Subaru Impreza Turbo / STi / WRX & Mitsubishi EVO 5-10	£135.00
Check and reset front & rear Wheel Alignment & Camber angles to Fast Road spec	
HONDA S2000 Check and reset front & rear Wheel Alignment; Camber and Castor angles to Fast Road or Honda spec	£140.00
Honda Civic Type R EP3 ABP Fast Road suspension geometry set-up (Including front camber bolts)	£155.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front & rear Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling and reduced tyre wear!	
Honda Civic Type R FN2 ABP Stage 1 Fast Road suspension geometry set-up (Including camber bolts)	£135.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling.	
Honda Civic Type R FN2 ABP Stage 2 Fast Road suspension geometry set-up (Including bolts & rear shim kit)	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.	

SUSPENSION AND LOWERING

ABP can provide various levels of suspension tuning for all Japanese vehicles. We offer a full fitting service on over 7 manufacturers lowering spring options, numerous sports shock absorbers and many complete adjustable suspension kits including fully adjustable coil-over kits.

Spring kits available from EIBACH, TEIN, SPAX, H&R, GMAX, KW and Pi

Shock Absorbers available from KONI, BILSTEIN, KW, SPAX and EIBACH

Suspension kits available from EIBACH, KONI, BILSTEIN, TEIN, KW, H&R, SPAX & GMAX

Lowering spring kits supplied & fitted

Sports suspension kits supplied & fitted

Fully adjustable coil-over suspension kits supplied & fitted

Phone ABP for a price on either lowering or making your car 'Really Handle!'

FITTING PRICES

ABP can fit all of the parts that we sell and we are also happy to fit customer provided parts in our workshop.

Here are some general fitting prices for our workshop:

Sports exhaust systems fitting	from £55.00	Wheel alignment checks	from £55.00
Performance air filter induction kits fitting	from £55.00	Timing / Cam belts fitting	from £82.50
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It's quite rare for us to do a themed issue here at *Banzai* but this month there does seem to be a trend running through the pages. This wasn't intentional but, as we were putting the issue together, I couldn't help but notice a pattern begin to form. From the unique, wide-arch 300ZX on pages 34-39 to the extremely rare Toyota Crown on pages 80-85, it struck me that this issue seemed to contain a more unusual selection of cars. These are models that aren't as popular in the modifying world as their well-known siblings, for whatever reason. The unusual car theme reaches a peak when it comes to the carbon-clad, 2JZ-powered Soarer on the cover this month. Even our regular columnist, Stav, submitted a piece about doing something different with your project car, which was quite by chance. But, whilst this wasn't an intentional theme, it's nice to show how diverse this car culture of ours can be. Plenty of people choose to follow the same set routes when it comes to certain cars, and whilst that's fine to do, it's refreshing to find these more unusual models lavished with the same kind of time and attention often reserved for more popular makes and models. For instance, there are plenty of beautifully-prepared, big-power Supras about but how many Soarers are there built to the same level? And whilst highly modified, hugely capable Skylines come up regularly, when did you last see a 300ZX in the same league? It's good to see people thinking outside-the-box, taking inspiration from other areas, and transferring that to their own car, whatever it may be.

Simon Holmes, Editor

Enjoy the issue!

The 300ZX might be a rare sight in modern times, but that doesn't mean you can't build something special from one...



BANZAI



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FEATURES

024 GRAN TURISMO: EVO VI TME

It's one of the most celebrated limited editions of one of the most popular shapes of Evo ever made. And with a raft of performance upgrades under the muscular body, no wonder prices are climbing fast...

030 VIRTUALLY FAMOUS

To announce the result of its nationwide 'King of the Hell' simulator racing competition, Honda threw a Type R-only track day up at Donington Park, with some very famous faces in attendance...

034 FULL METAL JACKET

This 380+bhp 300ZX not only wears a one-off, wide-arch body kit made in metal, it's also hiding track-ready running gear underneath for the complete package.

042 A WAY OF LIFE

A new hybrid mix of show, track action and music has been taking America by storm, and it only looks to be getting bigger and better...

052 ROCKIN' ROTARIES

In the USA, SEMA might be the big show but for the rotary community, SevenStock is the one to really look forward to.

058 DUTCH COURAGE

There's no doubt that you need balls of steel to drive this monster R33 Skyline road car that's packing some 800bhp under the bonnet!

072 OUTSIDE THE BOX

Toni Mard's crazy 2JZ-powered Soarer is about as good as it gets when it comes to a Lexus, and what's more, he built the car himself.

080 CROWNING GLORY

Dubbed 'the fastest fridge in the galaxy', Luke Stitt's Toyota Crown wagon confounds as many as it excites.

088 TECH TALK: EXHAUSTS

Pop-pop, bang-bang. It's time to take a closer look at performance exhaust systems and how they work.

098 QUICK BUYER: SUBARU BRZ

Here's a brief rundown on what you need to know when it comes to bagging yourself a second-hand example of Mazda's finest convertible sports car...

118 ISLAND STORM

It's not about top speed in Malta, it's about how you get there – something these two hot Hondas embody perhaps more effectively than any other cars on the island...



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A QUESTION OF INTEGRITY

This high-spec turbocharged DC5 Integra could be one of the coolest things HKS ever built. Then again, it could be nothing of the sort. It really doesn't matter – just look at the thing...

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042



080

LEXUS UNVEILS LC 500 COUPÉ

It's stunning, it's got a normally aspirated V8 and, amazingly, it's just been confirmed as Lexus' latest production car! In a world where engines are forever getting smaller and turbo and hybrid technologies seem to be the way forward, we're surprised and excited that the Lexus LC 500 coupé has actually made it to production. Not that we're complaining!

Set to be the firm's new flagship model, this 2+2, 5.0-litre V8-powered brute is sure to cause a stir. Unveiled at the recent Detroit Motor Show, the car almost identically resembles the LF-LC concept that was revealed four years ago. You've got to hand it to Lexus, then, for sticking to its promises and going through with the development of what is undeniably a complete stunner of a car!

Using an all-new, front-engine, rear-wheel drive setup, the car promises pure driving thrills from its old-skool engine, near-perfect centre-of-gravity and fantastically low and wide dimensions.

Using the same engine as the RC F means that around 467bhp and 389lb ft of torque will be readily available, propelling the car to 60mph in under 4.5 seconds. A few questions remain unanswered though, like how much will it cost? And will it replace the very similar RC F? One thing's for sure: we cannot wait to see how gorgeous it looks on the road...

CONTACT: www.lexus.co.uk



SUBARU ENTERS BTCC

For the first time ever, Subaru will be entering the British Touring Car Championship for the 2016 season, teaming up with BMR in an exciting three-year deal. The manufacturer-backed outfit will be running modified versions of the Levorg Sports Tourer estate car, with Jason Plato and Colin Turkington set to get behind the wheel this year.

The once four-wheel drive cars will be converted to rear-wheel drive to fit in with BTCC regulations, but technical details on engines and chassis are still thin on the ground. Watch this space as we bring you the full story very soon...

CONTACT: www.subaru.co.uk

SPOON HONDA BUSHES

You just can't beat the driving experience offered up by lightweight Nineties and early Noughties Hondas. People rave about the screaming VTEC running gear but owners will tell you a lot of the magic lies in the responsiveness of the EG, EK, DB and DC chassis.

With most examples now passing the 100k mile mark, it's time to replace those tired suspension bushes. If your Civic or Integra spends time on both the road and track, these uprated Spoon Sports rubber bushes are the perfect upgrade. They're not as firm and unforgiving as polyurethane bushes, but with the rubber compound increased in hardness over the OEM items from 65 Shore to 85 Shore, you'll notice a big improvement in handling.

Your Honda will change direction quicker, feel more planted and will turn in with increased precision. The beauty of the Spoon Sports bushes is they still offer great comfort on the public road too. Check out the website for a full list of applications.

PRICE: £455

CONTACT: www.spoonsports.eu



PRESTIGE PIPEWORK

Fabrication wizard Pro Alloy has recently released a sumptuous new line of R35 Nissan GT-R performance parts, sure to go down a storm with owners of these remarkable cars.

The firm has gone with a 'fully reversible' ethos on this range of parts, to ensure that values of these sought-after vehicles are not affected in the future. Featuring front-mount intercooler options, along with uprated oil coolers and, of course, radiators, one look at these beautiful parts and we're sure you'll be in love...

PRICE: POA

CONTACT: www.proalloy.co.uk



FLEXIN'

Keen to freshen up the handling capabilities of your Evo 8 or 9? Powerflex has just started stocking its quality bushes to cater for the standard rear anti-roll bars of these cars.

Also available in 'Black Series' versions to cater for more track-focused cars, and very affordable to boot, these could be a must-buy.

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www.powerflex.co.uk



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GOOD-WIN RACING EXHAUSTS

With increasing examples of the new, fourth-generation Mazda MX-5 being spotted out and about, it's great to hear of more and more performance parts being made available for the already acclaimed convertible.

The latest news comes from Racing Beat Europe, which is now proudly stocking Good-Win Racing exhaust systems for the car to a European market. Straight out of the States, these exhausts are painstakingly made to perfection using top-quality stainless steel.

PRICE: POA

CONTACT: www.racingbeateurope.com



COSWORTH TEAMS UP WITH CO-ORDSPORT

It produces what have become hands-down some of the most popular aftermarket tuning packages in the world, for a wide variety of cars. But buying Cosworth products has now become easier than ever, thanks to the legendary firm nominating a brand-new sole distributor for its entire catalogue of bits.

Co-ordSport, already known for supplying a vast range of parts to UK customers and beyond, has been hand-picked to stock the premium parts, which range from crankshafts to complete power upgrade packages.

Check out the full list on Co-ordSport's website now!

CONTACT: www.coordsport.com

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www.wheelwright.co.uk



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CONTACT:

www.3sdm.co.uk



BILSTEIN Mk2 MX-5 DAMPERS

The second-generation MX-5 has become something of a bargain recently, with track-ready examples spotted on almost a daily basis. To enhance the thrills and sharpen things up a bit, suspension legend Bilstein has just released a new range of dampers for the little roadster. Designed for fast road/occasional track use, these shocks promise to offer a 'better-than-new' ride, by enhancing dynamic capabilities and reducing squat and dive, without taking away any of the car's famously well-sorted ride quality. Compatible with OEM or aftermarket springs, these are well worth looking into.

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BANZAI EXCLUSIVE TRACK TIME OFFER FOR JAPDAY

Winter is finally almost behind us and the 2016 show season is creeping ever closer. In fact, we can almost smell the hot dogs, shredded tyres and burnt high-octane fuel already and we can't wait!

One of the first, biggest and best shows on this year's calendar has to be Japday at Castle Combe on 14 May, in association with *Banzai* magazine. And seeing as we're getting behind the show, we're now able to offer our readers an extra special offer...

Between 1-7 March, any reader who purchases one of our exclusive *Banzai* 15-minute track time slots for the show will also get their admission ticket included, free of charge. That's a massive saving of up to £25! In order to claim your deal, simply visit: www.japday.co.uk/banzai within the above dates.

Japday promises to be one of the most exciting Japanese car shows of the year, with plenty of club stands, track time,

show 'n' shine competitions and live action demos throughout the day. *Banzai* will also have its own stand with some of our favourite show cars of the past, present and future...

Split up into 'Novice' and 'Standard' sessions, our exclusive reader track time slots are a surefire way to add a little more action to any petrolhead's day. So grab this offer while you can!

CONTACT: www.japday.co.uk





NIPPON SHINE SOFT99 PURE SHINE

Price: £13.99 (100mm)
www.nipponshine.com

You don't have to be a hardcore detailing buff to use a tyre dressing. Contrary to popular belief, many are as much about protection from the elements as they are about looking good at any show 'n' shine.

The fact is, no matter if you're fast road tuner, show regular or something of a drift magician, decent tyres are expensive so it makes sense to keep them in good condition. After all, when you think about it, they're the only thing in continual contact with the road so they suffer greatly from the effects of grime, salt, UV radiation and all the other usual suspects.

In short, a good-quality tyre dressing is a must and there's loads on the market, but if you're looking for a bona fide JDM product, then Soft99 Pure Shine fits the bill nicely. Soft99 is Japan's best selling detailing brand and now Nippon Shine distributes its products in the UK, we can actually get hold of them – and that's always handy.

The product

There's basically two types of tyre dressing on the market and these are either water- or solvent-based. Pure Shine is of the water-based variety which means it doesn't use

any petroleum solvents or silicone to suspend the product. This also means that it won't harm the rubber over time, is less likely to 'sling' over your paintwork and will be more environmentally friendly.

A coating of Pure Shine will last for around a month and won't be removed prematurely with standard washing, which shows exceptional durability that's relatively unusual for a water-based product. What's also unusual is Soft99 has included a couple of flashy sponge applicators that are specifically designed to fit the contours of your tyre and squeeze in all the nooks around the bead.

As it's a Japanese import, and most of us won't be able to read the original instructions, Nippon Shine has also had the foresight to add an English translation to the box. The fact that Nippon has put in that sort of effort is certainly a good sign.

The verdict

Here in Europe most modern products of this type come in an aerosol or spray form designed for convenience, although I've never been entirely convinced by that concept. Sure these are easy to use but personally I find a standard bottle or tin along with an applicator better because

there's zero chance of overspray on your paint, brakes or tyre treads. There's also less waste because you're not simply waiting for a load of solvent to evaporate off.

You don't get a huge amount of product with Pure Shine but it's surprisingly concentrated so you really don't need a lot – a little really does go along way here. I'd estimate this 100ml bottle will take care of 40-50 tyres so, considering it lasts for a month, that's better value than most.

I also like the fact that everything you need is right there in the box – there's no scrabbling around trying to find an extra applicator or microfibre cloth. And, because of those cleverly-designed applicators actually getting the stuff on is quick and, easy. As you can see, the result is a slick, glossy coating.

Perhaps most importantly though, unlike some of the old fashioned dressings (that you have to put on with a brush), it's not sticky to touch so it won't pick up a load of dirt on its first outing. A small package but a big result 🌟

In a nutshell

Super concentrated, JDM kudos, great applicators



ECUTEK RACEROM FOR NISSAN 370Z

Price: From £502
(www.abbeymotorsport.co.uk)
Contact: www.ecutek.com

The last few years have seen the Nissan 370Z cement its reputation as one of the finest all round sports cars in the world. Thanks to the model's continued popularity, there is plenty of

aftermarket tuning options for those owners seeking more power and the latest addition to this competitive market is EcuTek's RaceROM Phase 2 tuning suite. Set to build on the strengths of its predecessor, Phase 2 promises to open up a slew of new strategies for Nissan tuners – and all without requiring them to go down the expensive 'standalone' route. The RaceROM Phase 2 has been designed from the ground up to work in harmony with the 370's factory-fitted CANBUS wiring and other OE systems, meaning that all the advantages of advanced ECU tuning are available with none of the drawbacks associated with more traditional management setups.

Its versatile design makes it ideal for those seeking to run advanced, big-power forced induction setups, applications that require strict management of boost, fuel and temperature to function with any degree of reliability. RaceROM Phase 2 can do all this and more, with closed loop fuel strategies, advanced boost control and a battery of

sophisticated failsafes in place to prevent costly engine failures and hefty repair bills.

Other controllable parameters include fully defined Variable Timing Control (tuners can set the VTC angle at idle, overrun and full load) and fully defined Variable Valve Event Lift, again giving third parties the ability to carefully modulate VVEL angle at idle, overrun and on full load. Phase 2 can also log and adjust the knock limit for each cylinder, measure and control fuel flow and injector function, handle overrun fuel cut and MAF sensor rescaling, cruise control programming and much more besides.

The package also includes another layer of features aimed squarely at those looking to use their cars in anger. This allows tuners to manage a number of key performance variables, including map switching, flat foot shifting, and many others useful tweaks. While these features have been designed with motorsport applications in mind, many will be just as useful to those running fast road setups. While the list of available functions is certainly exhaustive, RaceROM's biggest strength is probably the degree to which it can be integrated with the OEM Nissan systems already in place; rev limits can be toggled to each individual gear, while the check engine light can be repurposed

and used as a 'knock' warning system, and all with the CANBUS remaining in situ.

Further underlining the sheer adaptability of the RaceROM Phase 2 package is the Custom Map facility that gives third party tuners the ability to apply maps of their own design to customer cars. Custom Maps also supports an array of associated functionality, including traction and launch control management, closed loop boost and AFR management, the ability to switch between ethanol and petrol, plus further failsafes to ensure that the resulting state of tune can be safely maintained. Clever stuff! 🚀



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Steve Neophytou, better known as 'Stav', is a professional motoring journalist and life-long petrolhead. He has been writing for UK tuning magazines for over ten years and was previously deputy editor at *Redline* magazine.

LEAD, DON'T FOLLOW

While the Japanese car scene certainly is full of variety, one thing that does annoy me is that we often follow a set path and don't use our imagination as much as we should when building a car. Don't get me wrong, there's very valid reasons for this: a tried and tested method has a low risk and a known outcome, and we're not all experts who can create one-off pieces of automotive art. But it's not these sorts of builds that bug me; it's the ones where the owners are trying to build a car that's special or individual, a magazine feature car even, but who do so by just copying everyone else.

It's a common joke in the Japanese car scene that a show car in the VW world is just a standard car fitted with expensive wheels and airbag suspension, and to be fair that's not too far off the mark, but if you look much closer to home you see things aren't too different here. Be it Imprezas, Evos, GT-Rs, or any fairly common car, and you can see rows of identikit cars, which may well have hundreds of mods and big power rather than just wheels and suspension, but they all look, on the outside and indeed under the bonnet, amazingly similar, and simply don't stand out from the crowd.

It's common for a magazine to have the details of a mega-power car sent in by the owner, hoping, well, often expecting, a feature, on the basis that it has huge power. Often they're turned down. Why? Well, it's for the simple fact that many other amazingly similar ones have already been featured. And whether the owners will admit it to themselves or not, their car is far from unique.

To create a truly stand out car, you don't need to be 100% original. In fact, the people who attempt that usually end up building some abomination that tends to look worse than standard, but you do need to clearly put your own thought in to it rather than taking all your influences from others.

The problem with simply picking parts off other cars you like is not only that both tuning and styling components simply don't work well together when chosen as a pick 'n' mix but it's also usually pretty obvious where you copied your ideas from, too. So, once again, your car is simply not your own idea...

Finally, though, I've got to say, in defence of all the people building countless modify-by-numbers clone cars, a massive part of the reason people do this now more than ever before is that wondrous thing called the internet. As amazing as it might sound, people are worried about breaking the mould and doing something different because they're afraid of incurring the wrath of the internet as, thanks to forums and social media, people can loudly voice their opinion on what you've done... good or bad.

The main problem with this is the people who tend to have these big opinions either have no true experience of the subject themselves or are total purists who see anything out of the ordinary as wrong, so tend to slate anything that's different. Unfortunately, as human nature dictates we tend to want the approval of others and certainly don't want to be slated for what we do, less and less people dare to be different, and that's really not a good thing for the Japanese car scene... ❌



Left: If you want to build a feature car, try not to follow a set path

The views of the author are not necessarily shared by the magazine



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Mazda	L175	1998 - 2005	
Nissan	Micro K11	1992 - 2002	
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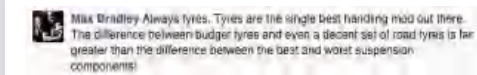
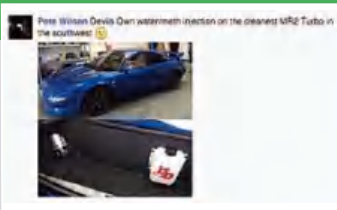
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QUESTION OF THE MONTH

WHAT'S THE SINGLE BEST MODIFICATION YOU'VE PERFORMED ON YOUR CAR?

Want to have your voice heard? 'Like' our Facebook page (www.facebook.com/banzaimagazine) and keep your eyes peeled for our next question.



GT-FOUR GONE WILD

Hi *Banzai*, I thought you might be interested in the story of my Toyota Celica GT-Four, and how I've managed to talk a world-renowned competition race engine builder (more commonly known for producing Formula One engines) to completely rebuild and reengineer my little 2.0-litre 3S-GTE engine into the monster that it is today.

The car itself is currently sitting next to a famous Dallara F1 car, as driven by Andrea de Cesaris, while the engine gets its final bits of work done.

The spec is massive and the plan is to run the car in the 2016 Toyota Sprint Series with around 750bhp to play with. There's talks of getting a WRC sequential gearbox added, too. Hopefully I'll be able to beat some UK tuners at their own game when it's finished.

Stuart Page, via email

Thanks, Stuart, it looks like another extremely impressive car is about to appear on the scene. We can't wait to see it in its finished glory!



SPRING MATSURI – MARCH 12

Stop the press! Just as we were going to print, we were tipped off by the guys behind the Drift Matsuri events that Spring Matsuri is just around the corner.

This year the two-day festival will be held at Rockingham Motor Speedway – proven to be a fantastic venue for drifting in the past. With over 200 drift cars taking part, expect a whole lot of action, along with car clubs, trade stands and passenger rides.

Track time has already fully sold out, but it's well worth going along anyway for the party atmosphere these events never fail to conjure up...

CONTACT: www.driftmatsuri.com



CONTACT US

Do you want to comment on what you like in *Banzai*? Have you got a suggestion that you think would make each issue even better? Do you need our help with technical queries or advice or do you just want to share something cool with the community at large? Then please feel free to contact us using one of the following methods:

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SHOW REPORT: AUTOSPORT INTERNATIONAL

WHERE? Birmingham NEC

WHEN? 14/01/2016

CONTACT: www.autosportinternational.com



Our December cover star, MAC Motorsport's 2JZ-powered S2000, looking better than ever and ready for a year of competition...



ALIVE AND KICKING

It was time once again to descend upon Birmingham's NEC to awaken us from the long Christmas break and ease us back into New Year...

Words: Simon Holmes **Pics:** Sam Preston





Below: Eurotech Racing's all-new Civic Type R BTCC car looked fantastic

Liberty Walk has hit the UK! It's nice to see a car as crazy as this in the flesh for once



Autosport is always a good show to break in your New Year. Whilst there is always a lot to take in, and a lot of walking around to see it all, it's a great opportunity to catch up with familiar faces and meet new ones. And there were plenty of both for us at *Banzai*. Liberty Walk, for instance, has now landed in the UK and had a stand to show it, loaded with a tasty selection of cars including a GT-R. Also displaying a fine array of modified R35s was Knight-Racer, whilst Japspeed took the chance to unveil its new GT86 drift car that's nearing completion. Other friends of the magazine we came across included Severn Valley, who displayed its world-renowned Qashqai-R on the Eibach suspension stand and over on the Turbosmart stand was Marcin Mucha's 2JZ-powered S2000 drift car. You may remember it from the cover of our December issue and, after a winter rebuild, it's now packing nearer 1000bhp with a fully sequential gearbox behind it!

Among all of the juicy modified metal there was also plenty of motorsport icons to drool over, both old and new, and not just from Japan either. There were also all of the big names in the parts and products business displaying the best they had to offer. Another successful day out, then, and a good way to start the New Year! 🍀





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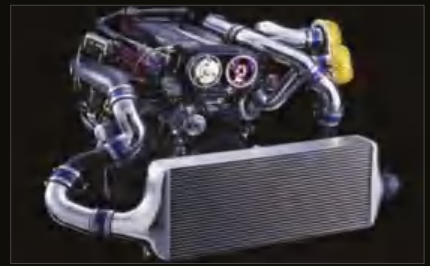
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MITSUBISHI EVO VI TOMMI MÄKINEN EDITION [r'00]

One of the most celebrated limited editions of one of the most popular shapes of Evo ever made. With a raft of performance upgrades from the factory under its muscular body, no wonder prices are climbing fast...

Words and photos: Sam Preston

When Finnish rally legend Tommi Mäkinen first stepped into a Mitsubishi Lancer Evolution III for the 1996 World Rally Championship, a bond was forged between man and machine that we've rarely seen stronger elsewhere in the entire history of motorsport. From the moment he first turned a wheel on the converted Japanese saloon car, it was clear that this driver-car combination was a recipe for success. Mäkinen proceeded in dominating all but four of the stages he entered in that year's championship; a spree which was set to continue for many years to come.

After finishing top of the pile in the 1996, 1997, 1998 and 1999 WRC series (in Evos III, IV, V and VI respectively), Mitsubishi thought it was about time to mark this remarkable four-year domination by creating a celebratory, limited edition road car to highlight just how talented the young Finn was behind the wheel of its flagship car.

The outcome of its efforts was this: the Evolution VI Tommi Mäkinen Edition (TME); a honed, Tarmac-focused version of what has even today remained arguably the most celebrated Evo generation created in its whole 14 year run...



In *Gran Turismo*, we look back at some of the most iconic Japanese cars ever created





WHY IS IT SO SPECIAL?

Although import-only affairs to us Brits, the Evo VI became a relatively common sight on UK roads thanks to the snowballing popularity the series of cars had developed by this point, and hence the now-well oiled procedures import companies had built up to make it easier than ever to pick one up.

While the original Evo VI (first seen in 1999) offered some small but important drivetrain updates to achieve an even more reliable platform, the main changes came from the

way the thing looked – the aggressive appearance which had been developing slowly since the first incarnation had now reached melting point with one of the most savage-looking standard road cars ever made.

The TME brought about a surprisingly large set of alterations over the standard Evo VI, enough for many to retrospectively dub it as the 'Evo 6.5'. Visually, the iconic foglight-adorned front bumper was replaced with a lower, more aerodynamically-pleasing affair,

which complemented the all-new Enkei alloys. Said to be designed with Tarmac stages in mind, the car was hunkered down 10mm lower which only adds to the exterior drama.

Lift the bonnet and you're greeted with the same boosted 4G63 2.0-litre that was found in every other Evo up until that point. The TME benefited from a faster-spooling turbocharger fitted with titanium internals and a bigger exhaust system to bring out even more performance from the proven lump.





HOW DOES IT DRIVE?

Aside from the embroidered Recaro seats and red stitching on the gear gaiter and steering wheel, the interior seems a little uninspiring. Considering how special the car is that seems a shame, but then Evos have never been about interior feel.

Out on the road, the first thing you notice is how big the steering wheel feels; it's huge by modern standards. But thanks to the TME's quick ratio rack and stiffer suspension setup, the chassis delivers a refreshingly light and unassisted feel. It body rolls a little in corners as the weight transfers, but it's still taut and focused when pushing on. It's fun to drive and certainly doesn't feel like it would fail to keep up with many of the modern heavyweights, given the right set of roads.

The promised performance figures on paper seem bonkers even in today's money, with a claimed 0-60mph time of 4.5 seconds instantly making you wonder how well Mitsubishi really stuck to Japan's 276bhp gentleman's agreement of the time. However, the TME doesn't actually feel quite as nippy on the road as the figures might suggest. There's a little lag before the boost arrives in a single punch-in-the-face surge of power. It retains the pace effortlessly through the gears but it never feels blisteringly quick.

As a whole, the more road-focus tuning of the TME certainly translates, which means it's nigh-on impossible to find the limits of this car on public roads without risk of a lengthy jail sentence.

It certainly doesn't feel like it would fail to keep up with many of the modern heavyweights



BUYING AN EVO VI TME

As mentioned previously, Evos were not officially imported into the UK at this stage, meaning that every one of the 2500 TMEs built will have started life as a JDM model. As one of the most sought-after of the range, however, there are still plenty of well-loved examples to choose from, given that you've got the budget to back it up, of course.

Available in every colour the standard Evo VI came in (white, blue, black or silver), along with the additional option of the iconic red as seen here, there was also the option of a set of signature rally-inspired decals to adorn the bodywork. It's probably fairly obvious that a red car with the stickers is usually worth the most today.

Prices are rising fast, ranging in the UK from around £8000 to upwards of £25,000 for low-mileage cars in the right specification. As the car you buy is guaranteed to be a grey import, it's worth checking that all of the Japan-to-UK conversions have already taken place, such as converting the speedo from kph to mph, and removing the 112mph speed limiter.

Evos are also an extremely popular choice among tuners, so if you're after a standard example, check long and hard that everything is original and as it should be 🚗



Performance:

276bhp @ 6500bhp
275lb ft of torque @ 2750rpm

Engine: 4G63T 2.0-litre DOHC inline-four engine, higher-response TD05 titanium turbocharger with smaller compressor wheel, reworked exhaust system

Transmission: Close-ratio five-speed manual gearbox, AWD system with Active Yaw Control

Suspension: Tarmac-focused lower suspension setup, front upper three-point strut brace, quicker steering rack (2.2 turns lock-to-lock instead of 2.6)

Brakes: Four-pot Brembo calipers with 320mm ventilated discs (front), 305mm discs (rear)

Wheels and tyres: White 7.5x17" ten-spoke exclusive Enkei alloy wheels, 225/45/17 tyres

Exterior: Redesigned front bumper with improved airflow, optional Tommi Mäkinen decal kit, exclusive red colour paint option available

Interior: Exclusive Recaro reclining bucket seats with 'T. Mäkinen' stitching, MOMO steering wheel and gear knob finished with exclusive stitching



CONTACT/THANKS

Thanks to 4 Star Classics for the loan of this stunning example for the day. The car is currently available to buy from www.4starclassics.com



The promised performance figures on paper seem bonkers



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KING OF THE HELL TRACK DAY

WHERE? Donington Park, Derby

WHEN? 09/12/16

CONTACT: www.honda.co.uk

VIRTUALLY FAMOUS

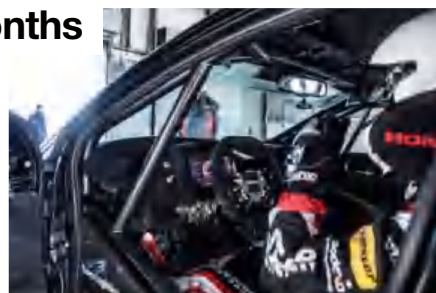
To announce the result of its nationwide 'King of the Hell' simulator racing competition, Honda threw a Type R-only track day at Donington Park, with some very famous faces in attendance...

Words: Sam Preston **Pics:** Honda UK





Muorali Selvarajah was the lucky winner receiving a brand-new Honda Civic Type R GT for 12 months



Taking part over 44 days, with 16 locations and 14,000 entrants, Honda's 'King of the Hell' simulator event certainly succeeded in capturing the attention of petrolheads up and down the country. Starting last summer, the virtual roadshow took to key locations across the UK, offering punters the chance to nail two hot laps of the Nürburgring GP circuit in a new Civic Type R. Rather unsurprisingly, the simulator became so popular that many fans queued for hours for their chance to shine and after 55,000 laps, a winner was finally found.

Honda invited the top drivers, along with 50 Civic Type Rs from the Civic Type R Owners' Club, to Derbyshire's Donington Park Circuit for a day of track-based fun. Muorali Selvarajah, a 29-year-old from Derbyshire, was crowned the lucky winner, nailing a time of 02:08:80 on the digital version of the famous German circuit, and receiving his very own, brand-new Honda Civic Type R GT for 12 months as a result, which was presented to him by none other than 2015 BTCC champ Gordon 'Flash' Shedden.

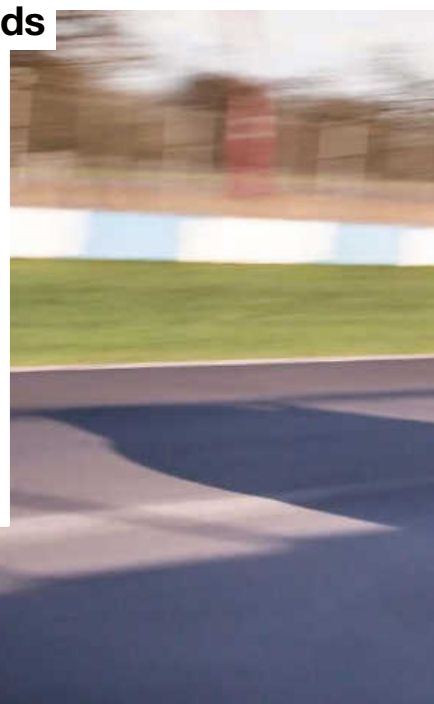
With formalities out of the way, the attendees took to the track for a day of driving fun. We were lucky enough to get our long-term FK2 Type R out on the smooth Tarmac for a spin, which you can read more about on pg104. Other highlights included tuning house R Motion's glorious sounding NSX and TDI North's development FK2 Type R, which had just received its new Team Dynamic alloy wheels along with a host of engine tweaks. It was a brilliant winter's day out for all that attended and a chance to discuss FK2 Type Rs with other proud owners! 🏁

Contacts
www.honda.co.uk

KING OF THE HELL TRACK DAY



Honda's 'King of the Hell' simulator event captured the attention of petrolheads up and down the country





Honda invited the top drivers, along with 50 Civic Type Rs, to Donington Park for a day of track-based fun



WIDE-ARCH 300ZX >

FULL METAL JACKET

This 380+bhp 300ZX not only wears a one-off, wide-arch metal body kit, it's also hiding track-ready running gear underneath for the complete package...

Words: Simon Holmes Photos: Stephen Hall





WIDE-ARCH 300ZX



TECHSPEC

Performance: Approx. 380+bhp

Engine: Stock internals and manual turbos, chipped ECU, 2.5" exhaust with decats, boost raised to 15psi, relocated PTU, GReddy large side mounts, ten-row oil cooler, GReddy sandwich plate and braided oil lines, Koyo uprated aluminium radiator, Koyo polished rad bracket, Z1 full hard pipe kit and silicone connectors, Nismo thermostat, Nismo high pressure oil and rad caps, Apexi cone air filters, HKS SSQV blow-off valves, Selin MAF translator and Z32 MAFs, Powertrix carbon fibre throttle body cover, air guide and light covers, Powertrix carbon fibre large/small fuse covers, braided fuel lines, Sard Billet aluminium high flow fuel filter, Sard FPR, Apexi AVC-R boost controller, Race Logic traction control with launch control, integral DET sensor system with display for VG30DETT, Nismo grounding kit, DTA polished battery tie down

Transmission: Quaife ATB LSD, 4.10:1 ratio leader gears, Nismo quick-shift, Nismo clutch pivot ball, one-piece lightweight prop with UJs, RPS max six-puck clutch, Fidenza segmented flywheel, one-piece braided clutch line

Suspension: MeisterR Zeta R coilovers and pillow ball top mounts, Z1 solid subframe bushes, Z Centre hard race inner and outer steering arms, adjustable lower arms, Powertrix adjustable drop links, SPL adjustable camber arms, Powertrix adjustable tension arms and camber arms, Powertrix adjustable traction rods, SPL HICAS lockout bar, Stillen adjustable anti-roll bars, Stillen rear strut brace, Carbing front strut brace, Energy suspension full polybush suspension, steering rack and diff kit, Nismo gearbox mount

Brakes: AP Racing six-pots with 343mm two-piece discs at the front, 350Z Brembo calipers with DBA 4000 327mm brake discs at the rear, Ferodo DS2500 pads, DTA braided lines, Zen garage brake cylinder brace

Wheels and tyres: Rota GTR'D alloys measuring 10x18" with 275/40/18 tyres at the front and 12x18" with 315/35/18 at the rear

Exterior: Bare metal respray custom pearl grey, Dasstech Garage custom metal front and rear wide-arch kit, one-off rear boot spoiler and wing mirrors, smoothed front light panel, Powertrix carbon fibre air ducts, modified front and rear OEM bumpers, Phutumsch modified front and rear lights

Interior: Corbeau RRS leather seats, matching custom trimmed interior, Snap-off hub, Momo jet black steering wheel, Z1 titanium clock rings, carbon fibre dash inserts, fully sound deadened

Thanks: Darren at Dasstech, Paul Sharp, Paul Harris, Mark Buckner, Chris O'Riley, Daniel Lloyd

"I didn't want any square edges or vents, it had to be rounded and smooth"

Don't you find that a feature car becomes a little more interesting when there's a good, solid backstory to it? This stunning, wide-arch 300ZX is a good example of that. Whilst it undoubtedly holds its own in the pages of *Banzai* on its own merit, the tale that accompanies its build makes for an interesting read, to say the least. You see, underneath the 300ZX's flared bodywork hides heavily uprated, fully-adjustable underpinnings from a previous beast of a project that first began over a decade ago and was never driven in anger! Intrigued? It's time for a good backstory...

Danny Gibson is the owner of this fine 300ZX; he's loved them since he first laid eyes on them in the 1990s. He bought one for himself back in 2004 and remained happy with it for a couple of years before deciding to up the ante and build his 300ZX into something truly special. Not to do things by halves, he dedicated the next few years to creating nothing short of the ultimate 300ZX, in his eyes at least. "It was a monster build," he confirms. "I was really looking to push boundaries with it and had plenty of custom bits made up, as well as tracking down rare

and expensive parts from Japan and America, parts that some 300ZX owners would love to get their hands on, even now."

The car was painstakingly stripped to the core and built up from a bare shell with the help of his friends using the best of everything. And that's no exaggeration; from custom-made carbon parts to huge AP Racing brakes, an uprated LSD and just about every uprated and fully adjustable suspension part you can get for a 300ZX, Danny didn't hold back.

There were several, (rather costly) spec changes over time as the goalposts moved further and expected power levels increased. The all-important engine build was entrusted to a reputable firm and after seven years in the making, the completed car was finally ready to hit the Tarmac. However, things didn't go too well. The new all-singing, all-dancing engine, ready to produce a potential 600+bhp, didn't even make it the mapping stage. "It lasted around five hours of use before failing in catastrophic way," Danny relates.

Back to the drawing board then. However, after Danny was let down by yet another engine builder, he understandably became disheartened with the project he had devoted so much time, effort and money to. "A lot had



WIDE-ARCH 300ZX



Made In Metal

The complex kit that was handcrafted over an enduring 12-month period was formed solely in metal. It required the rear quarter panels to be completely cut away to start from scratch and, due to the car's short wheelbase proportions, the arches had to extend forward into the door. This required the door handles to be removed and fuel filler repositioned. The added width meant the bumpers both had to be reworked and made deeper to suit. Custom skirts, again made from metal, linked the arches together. A set of one-off mirrors and a rear spoiler were also part of the handmade kit. Needless to say Danny was happy with the overall result. "It was just right," he says. "It worked perfectly with the smaller proportions of the short wheelbase car. He kept the lines just how I wanted but made it so much wider. It was perfect."

"I wanted both the back and front to be wider and in a factory style, almost as if Nissan had done it back in '90s"



changed by then, I had a family to think about and I decided the project couldn't carry on," he recalls, "so I began stripping it down to sell off. The trouble was, I still wanted a project car to enjoy, so I thought that selling some of the expensive parts would fund a new car."

Having not lost his love for the 300ZX after all this time, Danny decided to plump for another, only this time round he was determined to keep it simple. So, two years ago the search began for a good, clean car that needed nothing. "I wanted something that didn't need any work at all that I could just enjoy," he tells us. "Something I wouldn't have to touch."

The result was this short wheelbase example, compete with manual gearbox, that was sourced from the 300zx.co.uk forum. The car was virtually standard back then, with only a few modifications such as a set of split-rims and some well selected engine parts to give a decent jump in power.

Things at this level were good for a short time but Danny couldn't resist ignoring the fact he had a whole host of tasty parts left over from his last project. Rather than sell them for a fraction of their true cost, he chose to put them to good use instead. So all of the trick adjustable arms, uprated bearings and heavy-duty bushes were all transferred over to the new shell, still in their immaculate powdercoated finish. The coilovers, strut braces and stiffer anti-roll bars were also swapped, as were the AP Racing six-pot brakes and Quaife LSD. Then came the uprated clutch, quick-shift kit and other carbon fibre underbonnet covers, along with a few other tasty bits and pieces. As a result, in no time at all the unsuspecting 300ZX became a highly modified road car.

That should have been enough to keep him happy and, in truth, it was for a little while...

but then Danny got talking to an old car acquaintance, Darren from the specialist bodyshop Dasstech. Danny met Darren there when he was building his first 300ZX. The car was painted there and, back then, there had been talk of fabricating a wide-arch kit to match the crazy and custom underpinnings. That project obviously didn't get that far, but when Darren heard that Danny had bought a new 300ZX, the topic of wide-arch kits came up once again.

"Darren sent me a friendly message asking what we were doing with this one!" laughs Danny. "At first, I told him I'd had enough and didn't want to do anything big, but I did want the car tarted up a little and the bumper painted. Darren kept trying to get me to wide-arch it, sending me pictures of other cars and it got in my head. Over time, he convinced me it was a good idea and it snowballed from there really."

So Danny gave Darren the go ahead but it was never going to be an easy task to undertake as, much like his old project, Danny wanted to create something special. "I wanted it to be different to other wide-arch cars. I wanted both the back and front to be wider and in a factory style, almost as if Nissan had done it back in '90s. And I wanted it all in metal, not fibreglass."

Although the bar was set high, thankfully, Darren was not only up to the challenge but he embraced the idea to build something truly one-off. Together, the pair began looking at other cars from the 1990s for appropriate inspiration before a design was chosen. "I didn't want any square edges or vents, it had to be rounded and smooth. I gave Darren the basic concept and this is what he came up with," says Danny.

The car's new bulging lines were finished off superbly with that deep grey paint but choosing a colour was actually one of the

hardest parts of the build for Danny. Originally the car was red, just like his last one, as Danny loved the bright and bold colour, but Darren pointed out doing it in a darker shade would show off the car's custom lines better. Danny embraced the idea and opted for a classy shade of grey based on the McLaren SLR colour. "It was a make-or-break thing but fortunately it works really well," says Danny.

Wheels were then chosen to fill the new bigger arches (measuring a wholesome 10x18" at the front and a mammoth 12x18" at the rear) whilst more subtle modifications, such as the updated front and rear lights, were added as finishing touches. The interior was also reworked to match the new classy and custom exterior look, as Danny was keen to keep the OEM style theme going. "I wanted the whole car to feel more modern and updated. It had to be clean and smart, so I wanted everything in black with carbon inserts. I didn't want extra gauges or anything out of place."

A new set of Corbeau RRS seats were custom-made in plain black leather to suit his clean-cut taste, whilst parts of the trim were finished to match to complete the look both inside and out.

Although the car certainly looks the part at the minute, there are still a few bits to do on the interior and then there's the engine. So far, it's been left pretty much as Danny got it, aside for some replacement parts under the bonnet to help make it look better. It's currently producing a healthy 380bhp or so, but it has crossed Danny's mind that he could go further with it easily enough, seeing as he still has a few choice parts waiting patiently in his garage from the last build. "I want to enjoy the car for now, but I do have a set of bigger turbos and other parts here still..." he reveals. We can't help thinking this story isn't finished just yet ■



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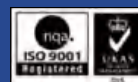
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SHOW REPORT: GRIDLIFE

WHERE? Gingerman Raceway, Michigan

WHEN? 03/10/2015

CONTACT: www.grid.life



A WAY OF LIFE

A new hybrid mix of show, track action and music has been taking America by storm, and it only looks to be getting bigger and better...

Words and pics: Brad Sillars



Left: This Mk3 Supra looked a little worse for wear but seemed ready to carry on!



Above: We were loving the amount of crazy aero on some of the cars venturing out on track



Below: Plenty of modified metal seemed at home on the track or the show grounds, such as this S13



Back in 2014 the American car enthusiast community was introduced to a new event that blurred the lines between car shows and track events. It debuted at the Gingerman Raceway in South Haven, Michigan, and would forever change the way both spectators and participants viewed automotive events.

The event combined HPDE, Time Attack, drifting, traditional car shows, and music festivals in a way that no other had before. The main theme was diversity and the goal was to unite all types of automotive enthusiasts. All makes and models were present both on-track, in the show, and parked in spectator areas. Everything from weekend street warriors to purpose-built track weapons were accounted for and all skill levels invited to hit the track. Instructors were on-hand to guide the rookies/intermediates and a Time Attack class was open for the upper tier drivers to race against the clock and each other. With driving during the day, music performances at night, and thousands of spectators camping out for the weekend, it was essentially a long party at the track. This event was dubbed #GRIDLIFE.

Fast forward a year and the show had grown in size. The 2015 season opener hosted a sold-out event with 3500 spectators, 225 drivers (HPDE, Time Attack and invite-only drifters) and 150 show entries. During the day Pro Formula Drift driver Ryan Tuerck made an appearance with his 2JZ-powered Toyota FRS street car and tore up the first turn with 100+mph entries. Matt Farrah from The Smoking Tire was also present to offer colourful commentary over the PA and to also give some attendees' cars a good thrashing on the track. After the sun went down and the track went cold, the lights went on and the party started.

For those who have yet to experience



SHOW REPORT: GRIDLIFE

GRIDLIFE, the 2016 season opener event at Gingerman Raceway has been scheduled for 10-12 June and is anticipated to be even bigger than last year.

Furthermore, due to the overwhelming success, a second festival has been announced later in the summer. On 26-28 August the GRIDLIFE experience will invade Road Atlanta, in Braselton Georgia, for the first GRIDLIFE South with other events peppered in between. Catch one if you can! 🚗



Above: More crazy aero on display from this Evo in the Track Battle session that wore a huge front splitter





Right: The track was filled with an eclectic mix of cars, although it seemed predominantly Jap-oriented



Left: Whilst the track action was booming all day, the show 'n' shine guys were busy as well

Below: The drift sessions were also popular with both the drivers and spectators





INTEGRA

This high-spec turbocharged DC5 Integra could be one of the coolest things HKS ever built. Then again, it could be nothing of the sort. It really doesn't matter – just look at the thing...

Words: Daniel Bevis Photos: Chris Wallbank

Some stories are just so strange they deserve telling around crackling campfires with chipped mugs of moonshine, or preferably in the lounge of a West London private members' club over a vintage brandy and a well-chewed Cohiba. The sort of story that you can't help but relax into, allowing the beguiling details to swim around your subconscious and transport your perceptions of reality to another realm of sentience.

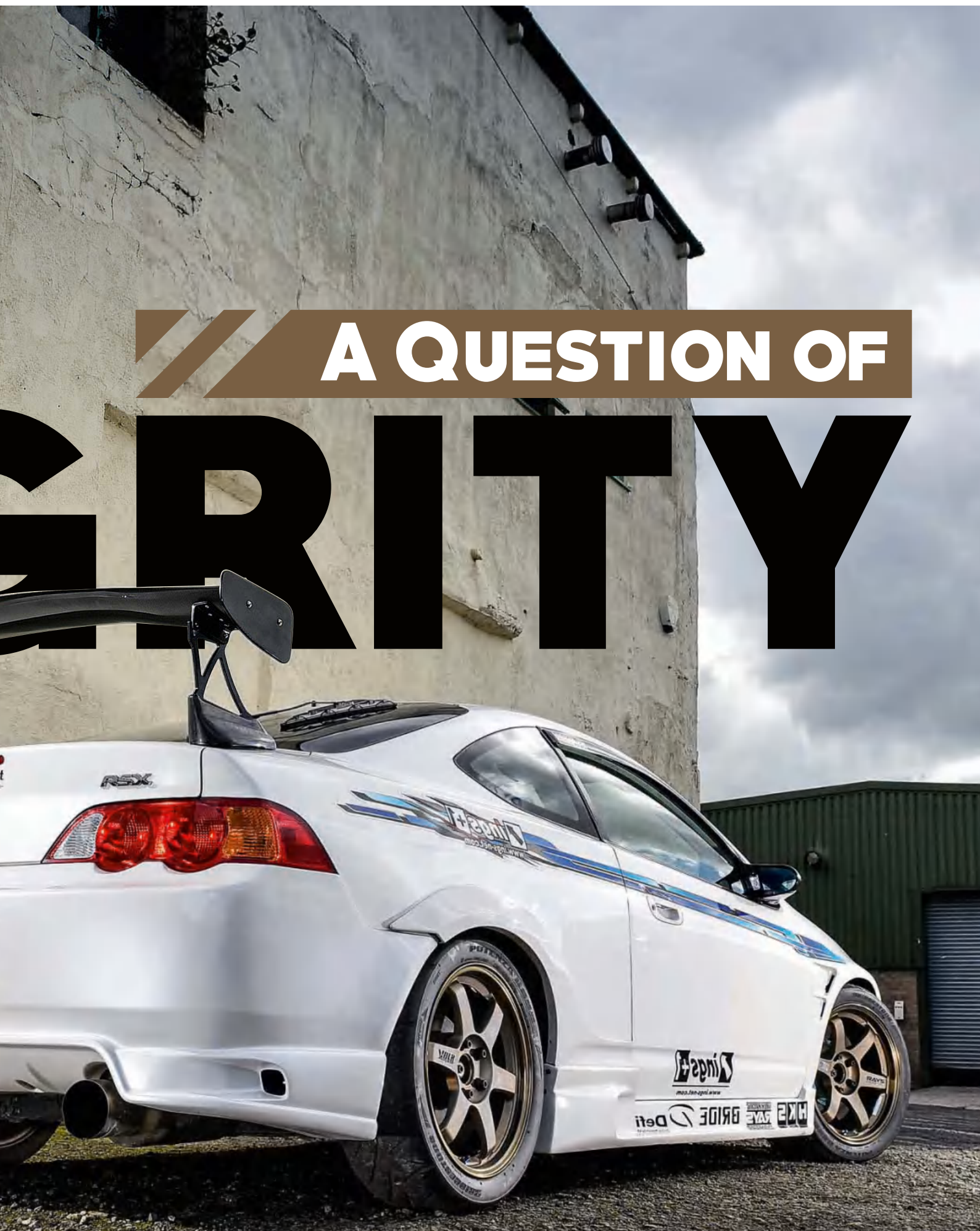
We at *Banzai* know a fellow whose stock-in-trade is spinning this manner of yarn. His name is Herbert, and he's the master of the surreal narrative, the king of the apocryphal tale. When he talks, ravens listen. The beasts of the field stop to cock an ear, and the wraiths and spirits that circle in the ether transmute from intangible vapour to rows of intrigued ears.

Herbert cornered us recently at the Drones Club, fresh from shooting the breeze with Bertie Wooster over a mint julep. He slid a memory stick across the bar, with the legend 'DC5 Turbo' daubed upon it in thick maroon

ink, and urged us to afford him a whisper of our time. As we repaired to the studded leather armchairs by the fireplace, a tray of stiff 1965 Armagnac de Montal appearing as if by magic, Herbert casually let the tale unfurl. The tale of a very unusual Honda Integra, a Japanese tuning giant, an Irish TV star, and an unexplored avenue of potential mistruths...

"It all begins," he intones on a resonant frequency akin to smoothly bubbling honey, "with a familiar silhouette: a DC5 Integra. Now, you should know that this is the fourth and final generation of the beloved coupé; the Type R was a cheeky little blighter, adorned with a helical LSD, close-ratio 'box, Brembo brakes and suede Recaros to bolster its high-revving 217hp motor. But, aha, this is no ordinary DC5. This one is lighter, stronger, broader, and is crafted principally from the halcyon warlock-craft of carbon fibre. Yes, that magical weave, stringing threads of bonded molecules into a friendly little polymer to impart smiles and wisdom wherever it goes." Yeah, it's safe to say that Herbert's a pretty weird guy. But we've only just started





A QUESTION OF SECURITY

DC5 TURBO



Custom stainless steel goodies feature throughout, including the oil catch can and HKS fuel pump

on the brandy and there is but an inch of ash on our Cubans, so the room tacitly insists that there's far more to come...

"It all stems from the miasma of mental fortitude that effervesces throughout the controversially typeset tuning gurus of ings," he continues, deliberately omitting a capital 'I' as the firm in question demands. "The Integra's body wears myriad accoutrements from the ings +1 range, starting with the carbon fibre bonnet at one end and culminating with the sublime wing of the same material at the other, with all manner of carbon jollity inbetween. It's boisterous, and yet it's subtle, like that chappie from Iron Maiden when he wears a tweed suit at the Revival. Oh, and those side-stripes? They call to mind an evolution of that which was popularised by the original *The Fast and the Furious* movie, do they not? But rather than being the brash, broad strokes that we all hankered after for around six months before undesirables started gluing them to Mondeos,

they're refined, minimalist, distilled to a subtle flash of blue mischief."

Signalling a waiter with a cocked finger and leaning conspiratorially forward, it's apparent that Herbert's about to ramp the unusualness up a notch. And so the case proves to be. Slipping the memory stick into the laptop that the beckoned waiter has shimmered forth with the grace of a buttered eel, a gallery of imagery pours screenward with a rapidity and robustness equal to the flowing Armagnac.

"You'll note that it wears the badges of the Acura RSX," he points out, an amused quaver entering his tone. "This, as you'll know, is the DC5 Integra's North American nomenclature. So what might a USDM Integra be doing on the Emerald Isle? Ah, but this is merely the beginning of the plunge down the rabbit hole. You see, this very car was once a HKS demo car..."

Herbert's voluminous eyebrows are wagging sarcastically at this juncture. Our affable eccentric is given to exaggeration – and, frequently, somewhere beyond fact than that – but these really are good cigars so we're overjoyed to let him continue.

"Behold, the spec list," he smirks, unfurling a rolled parchment from his shirtsleeve with a theatrical flourish. "Just look at that underbonnet trinketry – an HKS GT2835 ball-bearing turbo, standalone HKS fuel management, and plenty more from those iconic fettlers too: the exhaust system crafted from finest titanium, the front-mount intercooler, the girthsome injectors and equally sizeable induction setup – it all hails from one of Japan's finest aftermarket tuners. You know about HKS, of course?" We nod effusively, but he launches regardless into an aside on the subject, spanning Hiroyuki Hasegawa and Goichi Kitagawa, R32 GT-R victories, D1 GP, Time Attack, and much else besides. We take the opportunity to nip off for a salmon puff and a caviar canapé at the bar, as the heady Armagnac's starting to make the gaff spin a little.

On our return, Herbert's eager to talk provenance. "This little filly's been in the



TE37s are balanced out with chunky cut-slick rubber to handle the abundance of boosted power

TECHSPEC

Engine and transmission: K20A3 2.0-litre block, forged internals, HKS GT2835 ball-bearing turbo, HKS F-CON V Pro standalone fuel management system, HKS exhaust manifold and titanium exhaust system, HKS large front-mount intercooler, HKS oil cooler, HKS fuel pump, HKS 550cc injectors, HKS stainless steel induction kit, Koyo radiator, Samco hoses, custom oil catch can, Mugen oil filler cap

Transmission: Exedy Hyper R carbon clutch and lightweight flywheel, race-spec LSD

Suspension: HKS 16-way adjustable coilovers, Cusco rear strut brace and side protection bars, Top Secret heavy-duty front and middle aluminium strut braces

Brakes: Six-pot Project Mu front calipers with 15" discs, Project Mu rear brakes, stainless braided lines, race brake fluid

Wheels: 17" Volk/RAYS TE37 with 215/45 (front) and 245/40 (rear) Bridgestone Potenza cut slicks and HKS lightweight aluminium locknuts

Exterior: ings +1 carbon fibre body kit comprising front and rear bumpers, side skirts, wide-arch front wings, rear arches, rear spoiler, aero mirrors and bonnet, ings +1 tow hook and graphics

Interior: Bride race seats, stripped rear, snap-off steering wheel, DEFI gauges (water temp, oil temp, exhaust temp, boost, air-fuel mix, oil pressure, fuel pressure, control unit), HKS analogue boost controller, HKS EVS Version 5 digital boost controller, battery relocated to stainless steel box in boot



DC5 TURBO

hands of Cormac Branagan for eight years or so,” he enthuses, ruddy of cheek and amused by our blank faces in receipt of this news. “He’s a reality TV star,” Herbert explains, “famed for his appearance in Ireland’s answer to *Jersey Shore*.” We’re faintly amused that he’s heard of this, but he’s a surprising old buffer. “It’s a show called *Tallaforma*, and it really is the most unsavoury tripe, but such is the whim of the modern youth – Branagan has restyled himself as ‘The Corminator’ and spends his days tweeting photos of his abdomen, by all accounts. Anyway, young Cormac purchased the car direct from HKS HQ in Japan, back when he was a specialist importer; it was a demo car it had built to showcase its tuning prowess, the whole thing being further tweaked by Top Secret.” We quickly interject here to save Herbert from an unnecessary foray into the history of Top Secret, we’re too far down the road for that by this point.

“Oh, and the chassis!” he ejaculates, popping the stopper from the crystal decanter with a deft flick of the wrist. “The TE37s are wrapped in cut slicks, old boy – and that’s no common-or-garden friction material behind there, it’s all pukka Project Mu gear. Crane your neck up into the arch and you’ll spot HKS coilovers under there too, it’s glorious. It’s all very... er, very...” Herbert tails off, clearly distracted by the memory of something or other. He checks his pocket watch, drains his glass, then scurries from the room. And that’s that, the last we see of him. It often ends this way. He’s probably remembered a bit of skirt he’s kept waiting across town...



Bride fixed-backs and DEFI gauges offer up a purposeful-yet-comfortable office space

We’ve checked out Herbert’s story, and it’s just as patchy and nebulous as we could ever hope or expect. Such bon vivant raconteurs have a unique relationship with the truth, it does tend to get in the way of a good story. Our contacts at HKS UK suggest that it’s extremely unlikely that this is a genuine HKS demo car, given the choice of certain parts that the firm just wouldn’t use, but why let that taint the yarn? Regardless of factual accuracy, the salient points are these: someone, somewhere, at some time, has built a pretty sensational DC5 here. The spec list is so succulent and juicy that it makes a porterhouse steak look like a strip of jerky,

while the aesthetics of the car are so utterly glorious that we’re pretty sure we saw a dove crying as it flew past the shoot. Herbert’s analysis was rich and warm, but in the cold light of sobriety we’re left with nothing but pure fact: this is, for many, the ultimate DC5.

Sure, the presence of a turbo will annoy the purists, but who cares? This is a car for the ages, a snapshot in time that will illustrate to future generations what we were able to do with such a great chassis and perky engine – make them better, stronger, more thrilling, more aspirational. The story is almost immaterial. Let’s all just be very glad that it exists at all 🍷



“This is no ordinary DC5. It’s lighter, stronger, broader, and is crafted principally from carbon fibre”

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SHOW REPORT: SEVENSTOCK



Whilst there were plenty of rare rotary-powered cars about, this stunning FD still stood out for us



WHERE? Fontana Speedway, California

WHEN? 07/11/2015

CONTACT: www.sevenstock.org

ROCKIN'





Mazda North America brought along a selection of historic racers such as this 1989 MX-6 IMSA GTU



ROTARIES

In the USA, SEMA might be the big show, but for the rotary community, SevenStock is the one to really look forward to...

Words and pics: Robbie Kazandjian



Mazda RX-3 was a rare sight and sat perfectly on those split-rims!



Now on its 18th year, SevenStock is hosted by the SoCal Rotary Club and attracts rotary fans from all over the country and beyond. The club work hand-in-hand with Mazda North America (which has been involved for the last 15 years) and the show used to be based at Mazda's own US HQ, but has since moved to the grander location of Fontana Speedway.

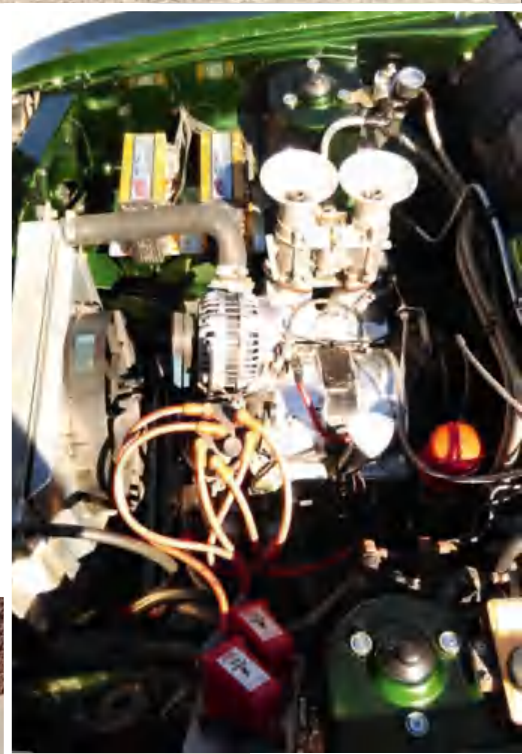
The show, as always, was evenly split between modern RX-8s, an amazing amount of old-skool rotaries and a large selection of RX-7s of all generations. The classic contingent is something we don't see much of in Europe, so it was nice to spot some tiny R100 coupés through RX-2, -3 and -4, together with a nice sprinkling of the legendary REPU rotary pick-up! Mazda North America also brought along a variety of race cars, from a venerable (and loud!) RX-2 and a some classic IMSA-style RX-7s, through to the Prototype-style R26B-powered 792P.

The pits were full of Mazda official racers; both company and individuals track weapons. The constant soundtrack of rotaries provided a thrilling background, which echoed all around the incredible scenery. The Defined



Autoworks quad rotor RX-7 FD, looking purposeful and mean in all black, garnered a lot of interest from rotorheads all over. Racing Beat, Mazdatrix and Built To Apex were in attendance with a variety of other traders providing everything from T-shirts to Apex Seals. Mazdatrix showed off Kyle Mohan's Formula Drift 2015 weapon, a 1000hp triple-rotor turbo RX-8, and Kyle has promised a surprise for 2016, so stay tuned!

For those who were not looking for track action, there was a DJ spinning some awesome tunes, plenty of food trucks, a few club barbecues and even an unofficial party bus. Mazda was showing off the new MX-5 ND but everyone was more enthused by the promise of a future rotary to come. While no one knows when we can get our hands on that, what we do know, and what SevenStock proves, is there is a large contingent of rotorheads who are out there waiting! 🍷



Originally built in the 1990s, this Mazda R-100 is a legend within import drag racing circles







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800BHP R33 SKYLINE GT-R





DUTCH COURAGE

You need balls of steel to drive this monster R33 Skyline road car that's packing 800bhp under the bonnet!

Words: Midge Burr Photos: Ron V Photography

800BHP R33 SKYLINE GT-R



Above: The engine bay not only looks the part but also delivers the goods, thanks to the 2.7-litre stroker internals and GReddy turbos

As a general rule, the further north you go here in Western Europe the crazier everyone seems to get. Anyone who's ever been to Norway for Gatebil will back us up on this. There's an undeniable air of madness all around Scandinavia. Up there in the icy wilderness they've given birth some of the most recognised symbols of human unbalance throughout history. I mean, who can forget the Vikings? Or the bloke with the trombone on the Lurpak ad?

Head even further north and you'll notice it escalates in Finland. From a total population of 5.4-million around 5.3-million happen to be talented rally drivers, and we all know that takes a special kind of lunacy. Bizarrely there's not a single public telephone box in Finland either, although there are over two million saunas and one Mika Hakkinen. If that's not nuts I don't know what is.

Now, I'm not sure if it's something to do with being closer to the equator but it definitely seems to calm down somewhat as you move south though the Continent. The Belgians aren't exactly known for their hardcore demeanour and, apart from the whole snails and frog's legs thing, neither are the French. When you do eventually get to Spain those guys are all off having a siesta so it doesn't get any more laid back... except, of course, it does.

You see, there's one clear exception to the rule and it's a nation that simply trumps the entire world for it's mellow, easy-going nature. Considering the Netherlands is level with Norfolk there should be some element of excitement or eccentricity but no, like their Grolsch, it's just never rushed. Now, you might be thinking I've lost it a little myself here, but my point is Niels Gijsbert's R33 GT-R has to be the most unlikely car to come out of Holland in the history of modified automobilia. It is, quite simply, bonkers.

Aside from the tell-tale APR carbon bonnet ducts, you'd be forgiven for thinking you're merely observing a mildly tuned show car sat on a rather fetching set of custom Enkeis. But, trust me, in performance terms even the word ballistic somehow doesn't do it justice. You could say this one's the Hannibal Lecter of the Dutch streets, a fully-fledged psychopath expertly masked by a thoroughly unassuming exterior. The undeniably restrained appearance certainly lulls you into a false sense of security, right before the 800bhp full-race engine rips your face off.

Of course, we hear stories of 1000bhp+ competition cars all the time. They're normally the product of tuning companies with vast budgets, a team of engineers and years of development time. These fragile racers are an entirely different animal to what we have here; this is a privately owned road car that's built to last, and that makes this amount of power almost insurmountable.

Obviously it also takes a certain type of individual to want to pop to the shops in a 20-year-old Japanese motor pushing well over double the horsepower-per-litre of your average Bugatti Veyron. Bravery, courage, madness, whatever you want to call it, in such a serious tuning mag I'm not going to start rambling on about the unbelievable size of Niels' gentleman



TECHSPEC

Performance: Proven 744bhp at 1.4bar, now approx. 800bhp at 1.75bar

Engine: RB26, 2.7-litre, race-prepped ported and gas-flowed head, polished and balanced crank, NITTO 87mm forged pistons and H-beam con rods, ARP main studs, JUN cams, valve springs and retainers, Supertech bronze valve guides, polished, inlet/exhaust valves, JUN high volume oil pump, Cosworth headgasket ACL race bearings, Supertech valve stem seals, Trust sump extension, HKS adjustable cam gears, Nismo N1 water pump, Nitto RB head drain, Ross T crank damper, Endless-R intake manifold, Haltech Platinum Pro ECU, Okada plasma direct coils, Haltech 33Hz boost solenoid, ARC race radiator, ARC catch tank, Haltech air intake temp sensor, RIPS Racing fusebox cover Innovate wideband sensor, Apexi 3.5-inch exhaust, Garage Defend cooling panel Torque split controller, HKS air filters, GReddy twin TD-06 20G turbos and top-mount manifold, ID1000cc fuel injectors, Tomei billet fuel rail, GReddy Type C wastegate and Type R dump valve, Turbosmart 1200 FPR, five-litre fuel swirl pot, custom downpipes, GReddy timing belt, HKS 280L lifter fuel pump, x2 Bosch 044 fuel pumps

Transmission: OS Giken uprated gear kit and input shaft, HKS twin-plate clutch

Suspension: Ohlins Flag-R coilovers, Cusco carbon strut brace, Cusco eight-point roll-cage

Brakes: AP Racing six-pot fronts with 378mm discs and AP Racing four-pot rears with 330mm discs

Wheels and tyres: 10.5x18-inch Enkei RS05RR wheels resprayed in one-off gold, 275/35/18 Toyo T1R tyres, Hicas lock-up kit

Exterior: APR carbon air ducts, clear side indicators, R35 GT-R emblems

Interior: Bride Gias Seats, Takata race harnesses, Momo steering wheel and snap-off boss, Top Secret gear knob, Nismo console gauges, Nismo 320km/h cluster, Innovate air-fuel gauge, HKS EVC-6 boost controller, Pioneer headunit

Thanks: Pro Import Motorsports



**“I didn’t really have a goal,
I just wanted to make
a very fast car”**



800BHP R33 SKYLINE GT-R



The understated styling doesn't let on as to what is hiding beneath, such as the top-level Ohlins coilovers that dictate the ride height





Ready, GReddy, Go

When it comes to impeccable parts selection Niels' Skyline is packed with the biggest names in the business and the heart of the build, those twin top-mounted TD-06s, come from perhaps the most famous supplier of them all. There's no denying that Niels is a big fan of GReddy, he's got the T-shirt and even the timing belt to prove it, but that's hardly surprising because not many brands can lay claim to having that kind of worldwide, mainstream status.

With no small amount of box office screen time provided by movies like *The Fast and The Furious*, along with appearances in many of the world's top racing games over the past two decades, the GReddy name has become synonymous with Japanese tuning, making it arguably the most well-known brand on the planet.

Initially conceived as a division of the tuning company Trust to manufacture exhaust systems and turbochargers, the name comes from a combination of the words 'great' (as in good) and 'eddy' (a powerful swirling current), much like you'd find inside a turbocharger. The reason for the uppercase 'GR' is something of a commonly asked question but it's simply to differentiate between the two. True story.

balloons. Let's just say he's got a pair, and then some.

That's not to say that the man himself isn't distinctly laid back about the whole thing. This particular flying Dutchman had a very simple concept from the start: "I just buy the parts I like and this is the result." Of course, it could be sheer coincidence that the collection of parts he just happens to 'like' are some of the finest on the planet, but I doubt it. In fact, the whole car appears to be a dream catalogue of just about every designer modification out there. And that goes double for what's under the bonnet.

There's more than an element of Niels' need for speed here, too, and I mean that quite literally: the initial purchase of this R33 was directly inspired by the world's biggest racing game franchise! I'm guessing the desire for huge power and many of the big name parts involved come from banging on a controller and shouting at the telly, too. As you can see, in the past four years, only the very finest and most famous of tweaks have made the final cut. It's almost as if this was built on imaginary gaming credits rather than a substantial stack of Euros. I'd imagine Niels can only wish that was the case.

Kicking off with a set of Bride seats, a mild tune and some seriously high-end Ohlins coilovers, the car has been driven hard from the start but with a distinct end game in mind. The master plan was always to build the sort of RB lump that can suck the leaves straight off the pavement, and you can certainly envision this straight-six doing that. For most people modifying an engine to produce double its initial power would be a pretty special achievement but you have to remember, in Niels' mind at least, this one comes from the world of cyber racing, a world with no limits. So that may go some way to explaining why he aimed for more like triple the grunt of a stock V-Spec. Aimed for and got.

Not that it was an easy task, of course. Apart from actually achieving the horsepower, keeping any sort of real-world reliability was arguably the biggest challenge. The reason why so many of these parts are so high-end is because they simply have to be. Sometimes the very best is the only option on the table. It's not a matter of choice.

It actually took the best part of a year just to claw together the correct elements to get the build started. After that long, laborious process the rest was a matter of getting a spot at expert drag car builder, Pro Import Motorsports. The most important thing, though, is that the results speak for themselves. Initially producing 744bhp at 1.4bar of boost on the rollers, apparently Niels quickly decided to do the only "sensible thing possible" and cranked it up to 1.75bar for well over 800 horses.

There's no denying the engine bay looks amazing, too, not least because of lashings of paint, chrome and those two huge turbos positioned in full view courtesy of a GReddy top-mount manifold. But the things you can't see are possibly even more impressive. Everything from the forged Nitto pistons and rods right down to the more minute details like JUN valve springs and titanium retainers are absolutely spot-on. There's not one internal part that hasn't been inspected, scrutinised and then expertly uprated. You could say, in this state of tune, it's very much what's on the inside that counts. And that takes more than a laid-back attitude.

An eye for the finer details is trait that also follows in the rest of the project. While it may appear to be all about the engine, there's some pretty special bits and pieces elsewhere, too, such as the Nismo 320kph cluster, the Cusco cage and the Top Secret shifter – a homage to all things JDM. The crazy attention to detail doesn't stop there either. Niels has even changed the badges to genuine R35 GT-R items because, apparently, they're sufficiently different to the original R33 emblems to make a worthwhile addition. That's the level of obsession were talking about here.

Anyway, posh trinkets are one thing but what's really important is that keeping the performance edge has been a fundamental consideration all the way through. There's no unnecessarily weighty additions, which makes it a far cry from Niels' previous project – a body-kitted Prelude with a full on audio build and all the trimmings. This time his beloved sound system has been stripped right back to a simple Pioneer headunit and the rest of the interior is sparse to say the least. Apart from a Momo wheel, a few gauges and a set of Takata straps there's not a great deal to it. Everything he needs and not a whole lot more.

The only conclusion I can draw is that Niels is more like his Skyline than he would have you believe. On the outside there's every bit of the restraint and easy-going nature you'd associate with the country he calls home. When he makes statements like "I didn't really have a goal, I just wanted to make a very fast car" it's as if all that horsepower just somehow happened, almost like there was no effort involved at all. But we all know that's not the case, it's simply not possible. The truth is a project like this takes so much more and, as modest as Niels appears to be, it's plain to see that what's going on underneath is so much deeper. The hidden reality is an all-consuming obsession absolutely committed to putting together the best road car possible. He may not show it at first glance but delve deeper and it becomes clear that, like with his Nissan, there's so much more to Niels than meets the eye. Although I still can't help feeling we've only just scratched the surface of his dedication 🍷

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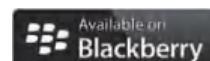
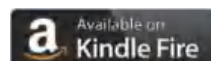
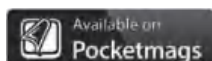
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CAR OF THE YEAR 2015

THE RESULTS

It's that time again, ladies and gents. We've been overwhelmed with your responses for what you thought was *Banzai's* Car of the Year 2015, with readers having their say on our website, via Facebook and, for the first time this year, over Twitter and Instagram, too. This means that voting numbers have been more impressive than ever before.

Last year saw the retro cars taking all top three spaces, so it's rather surprising to us all that 2015 couldn't have seen a more different bunch of motors taking the top spots. Take each car in turn, however, and it's clear to see why so many of you thought each was so special 🏆

● THIRD



BOBBY PROCTOR

Show-stopper R32 Skyline GT-R

It was once voted 'Best R32 in the UK' by the Skyline community, but it seems that the love for this car has now extended far beyond just Skyline owners!

Bobby's plan with this Mitsubishi blue GT-R was to keep things reserved on the outside whilst going to town under the skin, using only the very best parts throughout. Now sporting a fully forged engine (retaining the twin-turbo setup), along with a Group A-inspired motorsport interior and a no-expense-spared chassis rework, it's little wonder that this car only gets taken out on very special occasions now...

● SECOND



NATHAN HOWELL

Bagged Impreza WRX

An Impreza on air-ride? We can forgive you for being initially a little sceptical about the concept. But one glance at this car in the flesh, along with a quick chat with proud owner Nathan, was enough to convince us that this was, indeed, one of the coolest cars of the year.

Not one to follow the crowd, Nathan ignored the tight-knit forums and owners' clubs, and soon got to work transforming his Scooby with that super-fresh US street style that's becoming increasingly popular in the UK.

The result of those ultra-wide WORK rims and a simple-but-effective air suspension system is a performance car that is undeniably extremely pleasing on the eye. Prepare to see this style a lot more in the coming years...





BRUNO FERNANDES Spoon S2000

It may not be sporting a lairy wide-body kit or a trick forced-induced engine conversion under its slender bonnet, but this is perhaps exactly why Bruno's S2000 has captured the hearts of so many of you.

A firm believer that the S2000 was almost perfect from the factory, die-hard Honda nut and lawyer Bruno created this car with a very clear vision in mind – using only the most premium parts available to make it a hoot to drive around the track (oh, and to beat his brother's Porsche 911, of course!). This means the F20C motor was treated to a big pile of mostly Mugen and Spoon Sports bolt-on bits, while the exterior benefitted from a Spoon Sports S-Tai Version II aero kit – something you don't see every day in Europe!

Retaining and harnessing the now ever-rarer normally-aspirated charm that it left the factory with, Bruno's Honda is a breath of fresh air from the monster-power boosted builds we're becoming increasingly used to in this day and age. The fact that he drives it on track in his native Portugal almost every weekend proves that it's a formula that works, too...



950BHP 2JZ SOARER >

FAST LICK

Toni Mard's 2JZ-powered Soarer is as good as it gets and what's more, he built the car himself...

Words: Simon Holmes
Photos: Jape Tiitinen





950BHP 2JZ SOARER

You often find that certain types of car are destined to follow particular paths when it comes to modifying. Some makes and models do lend themselves to multiple paths, leaving the options open, but others do not and just about any kind of big, luxury barge generally falls into the latter of those two categories. To be fair, you can kind of see why: their sheer mass, comfortable interiors and automatic gearboxes tend to limit their potential and dictate their future. However, one of the key things to building the perfect project car is thinking outside-of-the-box a little. By taking inspiration from outside influences and translating that onto something unsuspecting tends to achieve notable results. It's the idea of seeing something different that appeals, and what Toni Mard has achieved here with his Soarer is most definitely unlike anything we've come across before. Toni has taken a luxury coupé and transformed it from a comfy cruiser to an all-out bruiser. From the custom carbon fibre aero kit to the 950bhp 2JZ engine lurking under the bonnet sipping on fancy E85 fuel, it's everything a Soarer could be and a long way removed from those usual, well-trodden paths.

Toni, from Finland, has undoubtedly built one of the best Soarers the world has ever seen but it's not exactly been an easy transformation. And we don't mean that in the stereotypical 'modifying cars to this level is never easy' kind of way that we've come to expect from listening to owner's torrid tales over the years. No, Toni's journey from lightly modified road car to this stage has been rather more involving than the 'average' build. From the Soarer nearly burning to the ground to the various rebuilds, currently numbering four, it's fair to say the car has been of labour of love. However, despite the hurdles, Toni has never lost his passion for the car, helped by his love for the luxurious Toyota coupé. "I like them because they are very large for a

950BHP ON THE ROAD

The car's behaviour, and ability, on the road is actually more usable than you might think and Toni tells us he uses the Soarer regularly. "It drives quite well, you just have to have the right attitude," he reveals. "In the summer, I drive it a few times a week usually, but if the weather is good then maybe more. A few years back this was almost my everyday car for the whole summer. Of course, it's very noisy and there are some modifications that require some understanding of what you are doing, so it's not a car that everyone could drive. It's frighteningly fast but fun to drive and it gives you plenty of pleasure and it's a great experience every time you drive it. And that is exactly what it's built for: to give you the ultimate escape from your everyday life."

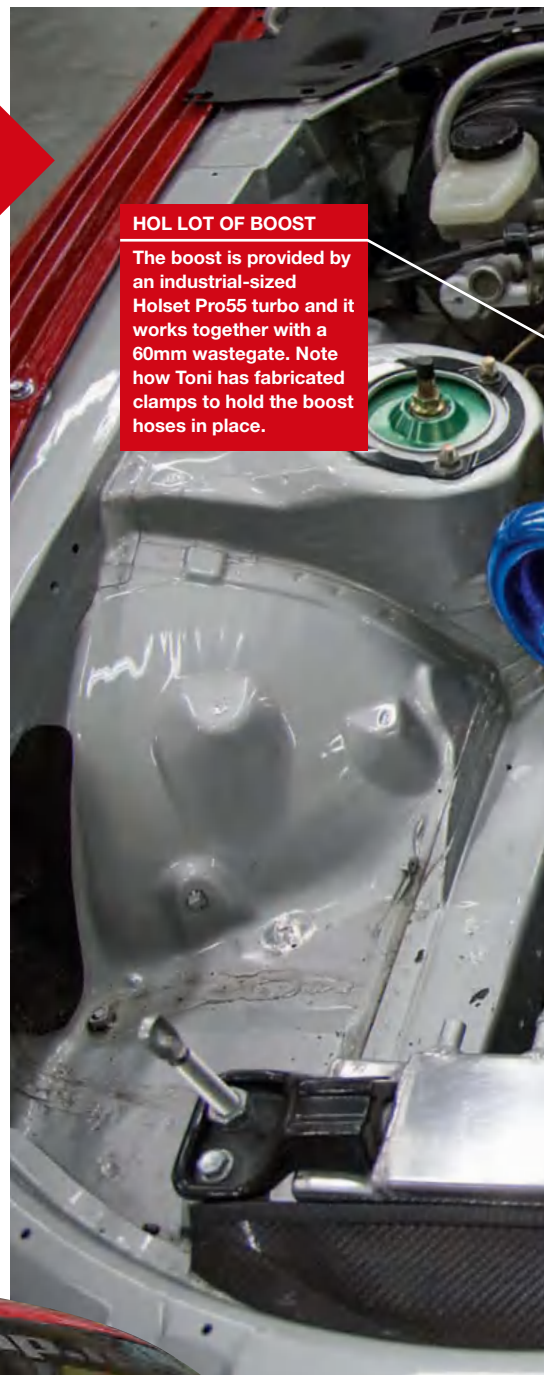
two-door coupé and they are also quite rare," he states. "Not many were built, unlike Supras or Silvias, and I like to do things a little bit differently, or at least try to."

Toni's car certainly excels at being different, but that wasn't his intention with the project at first. In fact, he didn't exactly plan to purchase the car at all, instead ending up with it by accident when he came across it six years ago! "I was looking for another Soarer, but it seemed to be very hard to find a good, or interesting, one back then," he explains. "So I started to look at JZX100 Toyota Chasers from Japanese auctions."

Toni may have given up the search for a suitable Soarer but then fate intervened: "It was a little bit of a coincidence. I was bidding on a quite a big-spec Chaser in an auction but then this Soarer came up just a few hours before the auction started. It was stock but in

HOL LOT OF BOOST

The boost is provided by an industrial-sized Holset Pro55 turbo and it works together with a 60mm wastegate. Note how Toni has fabricated clamps to hold the boost hoses in place.





BREATHE IN

The aftermarket plenum feeds the boost into the engine whilst the E85 fuel is fed into the engine with six huge 2200cc Bosch injectors. It's kept in constant supply by twin 044 pumps in the boot.

INTERNAL DILEMMA

Toni built the engine himself and, remarkably, it still features a standard crank and pistons. There are uprated bearings and con rods, as well as a Brian Crower drivetrain, along with a set of HKS cams.



950BHP 2JZ SOARER



very good condition, painted Pearl blue, with a stock 2JZ swap on it. I decided to make a bid and the next morning I got a message from Japan saying my bid on the Soarer had won, so that's how I got the car."

Although it wasn't planned, it was a good decision, as when the car arrived on the docks it proved to be a sound purchase. Not only did it look to be as good as it was in the pictures, aside from the questionable wiring in the engine bay for the 2JZ swap, overall everything was generally healthy. In fact, Toni was so impressed with the way it drove that he initially chose to keep the car standard! "When I got the car I wasn't interested in changing it so much as it was in such good condition and drove so smoothly," he says. "Outside was still looking nice, with a mild bodykit, no marks anywhere and the interior was bone stock. I started to think that it would be almost a shame to build some kind of race-spec car from it, especially as it was quite expensive for a Soarer. So I decided just to drive it for one summer and then maybe sell it."

However, after spending some time using and enjoying the car, Toni couldn't resist keeping it and performing a few choice upgrades. "I just started to think that it would be cool to have an aggressive-looking, JDM, drift scene-inspired car with wild graphics because there weren't any of them in Finland back then. So, I started to build it in the winter of 2010 with my friend," he explains.

Cue rebuild number one, which was ready in time for a big car show in early 2011. But

things didn't exactly go according to plan as shortly after the show, the Soarer caught fire due to an electrical failure in the boot area, causing a significant amount of damage. Not one to be deterred, Toni quickly decided to rebuild and improve, and promptly stripped the car down to assess the damage. "At first I was quite pissed off, but when I had inspected the damage I felt a little bit better. In fact, I decided to rebuild it almost right away," he grins.

As these things so often do, the project soon began to spiral as Toni embraced the build: "I have always been into race-inspired themes and race cars. I also like cars that are built so that they can be driven hard if wanted, so it was the only way to go."

In no time the bodywork was replenished and the car was built back up to a usable level, but this time with a race-car inspired, stripped-out interior. Toni also took the opportunity to take the engine up a notch, opting to rebuild the 2JZ to extract some much bigger numbers, although he never planned for it to go quite this far: "A big-power build was always part of the main plan but back then I didn't have any end goals. At first I was just thinking something like a mild 550-600bhp street setup."

That changed as Toni began rebuilding the engine himself and the specification quickly grew as the usual uprated internals and associated extras were accompanied by a single, industrial-sized Holset turbo to produce the boost. When Toni was finished,



“Many of the modifications are those that I learnt by myself and did for the first time”



TECHSPEC

Performance: Approx. 950bhp @ 2.3bar boost on E85, quarter-mile of 10.4 seconds

Engine: 2JZ-GTE, stock crankshaft and pistons, forged connecting rods, AEM EMS ECU Holset Pro55 turbocharger, stainless steel manifold, aftermarket intake plenum, Sam's Garage 4" downpipe, Sam's Garage 3.5" exhaust, Sam's Garage intercooler piping, GReddy intercooler, 60mm wastegate, HKS 272° camshafts, Brian Crowder valve springs and retainers, ACL Race bearings, ARP bolts, billet timing belt tensioner, Gates Kevlar timing belt, custom engine and transmission mounts, modified intake runners, Titan Motorsports fuel rail, Bosch 2200cc injectors, x2 Bosch 044 fuel

pumps, Aeromotive FPR, HKS DLI ignition amplifier, JAZ fuel tank, Stoney aluminium radiator, engine oil cooler, AC delete

Transmission: Getrag V160 six-speed, Quartermaster triple-plate clutch, Bling Factory billet flywheel, TRD LSD with 3.8:1 final drive

Suspension: TEIN Mono Flex Circuit Master coilovers, Spax 24kg and 14kg springs, TC Sportline adjustable suspension arms

Wheels and tyres: WORK Emotion CR Kai 9.5 x18" all-round, custom spacers, Achilles ATR Sport 265/35R18 (front) with Yokohama Advan Slicks 280/660-18 (rear)

Exterior: Vertex bodykit, Origin Super GT rear wing, custom fender flares five inches wider per side in carbon, Top Secret carbon canards, carbon roof scoop and rear wing, Racetech GP2 mirrors, custom fibreglass hood, custom rear diffuser, polycarbonate rear side windows, cooling ducts for front/rear brakes

Interior: Cusco roll-cage, OMP racing seats, TRS six-point harnesses, Sparco ATC steering wheel, DEFI gauges, stripped interior

Thanks: Mr. Lammi and Svernn's brothers for helping on the long nights and to all my friends who have helped over the years, you know who you are! Follow Toni on Instagram @thefattis

950BHP 2JZ SOARER



the package produced a wholesome 888bhp at 2.1bar.

Now packing some serious horsepower, the Soarer continued to develop and in 2013 the decision was made to radically alter the car's appearance by changing the colour. Toni had always held a liking for red cars, particularly the way Daigo Saito's and Takahiro Ueno's D1 race cars looked when they were red, so he decided to repaint the Soarer the same colour. He opted for a Rosso Andromeda red, to be exact, a deep shade usually assigned to Lamborghinis. Elsewhere, the custom wide arches that Toni had made himself were also replaced with carbon items, again made by his own hands. Further weight saving also took place to bring the heavy Soarer down to a more reasonable sub-1350kg weight, which is good going considering the standard car weighs some 400kg more than that.

In this, its latest guise, the Soarer appears more hardcore than ever, but despite its look and feel, both inside and out, Toni maintains that it's not a track or drift car. Instead, it's simply been built to drive and enjoy. Safe to say Toni does just that with it. He's also enjoyed the build, however demanding it's been, as it's proved to be a valuable learning curve for his own skill set. "I think this is a bit

of never ending learning curve for me. Of course, I have been a part of many other projects, too, but many of the modifications on the Soarer are those that I learnt by myself and did for the first time on this car. Building a powerful engine that works well and is reliable is always hard but also making the body parts from scratch in carbon, or FRP, took an unbelievably amount of time, not forgetting the other body modifications."

Since the last dyno session, the Soarer has been remapped to digest more boost and with some further fine-tuning, Toni is confident the car is pushing out nearer the 950bhp mark now. As you might imagine from a build as comprehensive and involving as Toni's, the Soarer isn't ready to be labelled as fully finished just yet. Things are constantly evolving, and there are plenty of plans to improve the car further in the future. "I think this is never going to be finished!" he laughs. "Already I'm doing some suspension updates and brake upgrades, as well as some smaller things to the engine. Also I have some plans for the body, like less weight and more carbon, with a little bit of an updated look. In the distant future there is still much more planned."

It seems Toni hasn't finished one of the best builds we've seen just yet 🍷





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1968 TOYOTA CROWN TURBO >

CROWNING GLORY

Dubbed 'the fastest fridge in the galaxy', Luke Stitt's Toyota Crown wagon confounds as many as it excites...

Words and photos: hoskingindustries.com.au





1968 TOYOTA CROWN TURBO



Above: Custom Intro Vista billet wheels work wonders on the wagon's retro lines



Corolla leather seats take pride of place in freshened-up, period-perfect interior

For all the car lovers in the world who follow the path well-trodden, there's always that guy (or girl) who has to take an alternative route to vehicular happiness. You know the type: the person who builds an old Mitsubishi Colt instead an Evo or picks an old Volvo wagon over a VW Golf.

Instead of going for the typical performance models like the Celica, Supra and Soarer et al, 31-year-old Australian Toyota fan Luke Stitt decided this 1968 Crown Custom wagon was for him. Referred to lovingly as 'The Fridge', it's not exactly the first car that comes to mind when thinking about performance Toyotas!

"My dad had a Crown sedan and liked Toyotas," says the qualified aircraft engineer, turned water treatment operator. "I bought my Crown in 2001 from an older gent in Canberra (Australia's national capital). He had plans to





TROOP CARRIER

One of the more unusual appointments in the Crown is the rear bench seat that runs longitudinally along the passenger side of the wagon. It was actually this very seat that caught Luke's eye before buying the car in 2001.

"I was eyeing up first-gen Celicas, as a tough primer-coloured RA23 with a 1GGZE lived down the road," he says. "Then one day I looked at a wagon and spotted the dickie seat and saw the potential for getting my mates and I to and from the pub with one less car!" Surely a top priority when buying one's first ride...



turn it into a tow car for his rally cars. It had plenty of miles on it and was full of dust. The car was good enough to restore, but not too good that it couldn't be chopped up."

Luke's wagon was totally original and the driveline was ruined, so Luke replaced the old motor with a 2.6-litre 4M and W50 'box in his parent's backyard. "By mid-2003 the 4M was removed and a 3.0-litre 7M-GE was installed with 147bhp," he says, adding that at the same time he added a disc brake rear end with a LSD from an '83 Crown and a 330mm front disc brake conversion from Hoppers Stoppers. "Again, I did the conversion in the back yard and this time I even lashed out and bought a sunshade to work under!"

In 2004 disaster struck when Luke crashed the car. Thankfully no one was badly injured, but Luke let it sit for a year before he started work on the repairs. As it turned out, the accident would prove to be a catalyst for many of the changes you see in the car today. "I used a donor car to get a not-so-bent chassis," he says. "It was around this time things started to snowball when I was offered a turbocharged 7M-GTE for cheap."

As with the earlier 7M-GE conversion, many mates helped with the process of putting the 7M-GTE in and Luke says he considers himself lucky to have the support he's had over the years. "It all happened in a corner of my dad's warehouse," he says. "My mates wired up the car and generally helped out. There were plenty of late Friday and Saturday nights and I reckon a good portion of the build cost consisted of beer and pizza money!"

The 7M-GTE conversion included a W58 'box and the addition of an upper arm on the diff' to stop it from twisting. It was at about this time that Luke met Linden from Road Runner Fabrications which fabbed the surge tank, the exhaust, mounted the intercooler, did all the plumbing and built the neat air box. By 2006 the car was back on the road, registered and engineered in April which was just in time for the Toyota Nationals."

A few months later, Luke awoke one morning to find the wagon gone – stolen from an apartment block in Canberra. Luke says

the following weeks were some of his most stressful, but he still wonders at the support he received from the car scene during the time. "I was blown away with the support I received from the Toymods club and the car community," he says. "I would go looking for the car every night with guys from work and Toymods guys came down from Sydney on weekends to look for it. The Canberra Celica guys were also on the look-out all day. The car was spotted and chased at least three times, each time eluding the chaser."

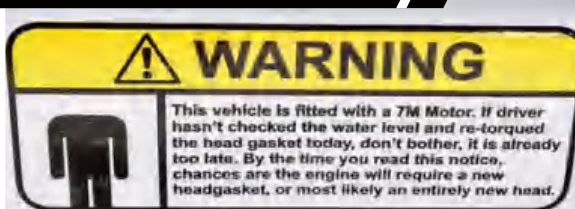
"At the same time people were asking for



"There were plenty of late Friday and Saturday nights. A good portion of the build cost consisted of pizza money!"



1968 TOYOTA CROWN TURBO



my bank details to give me money to either start a new project or post a reward. A club member even printed a load of A3 colour flyers and between that and a story in the *Canberra Times* the car was found. I paid for the information that led to an address and I got the old girl back. I'm humbled by all the support I got and can never thank everyone enough for any bit of help that they gave."

Whoever stole the wagon had plenty of fun in it. The car was returned with destroyed rear tyres and within a couple of months Luke realised it needed a whole new driveline. Not content to leave the car lying around another 12 months, Luke and his mates banded together and had the car back on the road by Christmas of the same year.

It wasn't until the start of 2009 that Luke gave much thought to performing any more significant work to the Crown, but once he got started, he didn't stop until the Toyota Nationals in 2011. "The car has only really ever been entered at the Toyota Nationals and Toymods Toyotafest," Luke says. "It actually won the award for 'Most Unusual Toyota' at its first Toyota Nationals."

It was during this latest rebuild that most of the current mechanical specs originated, including another rebuilt 7M-GTE, the current turbo and Microtech LT10 ECU. Having broken too many manual 'boxes, it was at this time that he made the decision to go for an auto, picking the four-speed A340 from a Soarer. Luke also installed power steering, a trans cooler, the narrowed Hilux diff, those awesome big Ford Falcon Brembo brakes, as well as boxing up sections of the chassis rails and running all new fuel, brake and oil lines.

"This part of the build was where my mates

Chuck and Hyatt first started working on the car," he says. "Chuck and I smoothed the firewall and the inner guards and painted them all so the car was all the same colour – the first time since the accident in 2004.

Linden from Road Runner also did his work on the inlet manifold, the catch can, radiator overflow, wiper bottles and air box.

"Late in 2011 I blew the engine. It ran lean and it smashed a piston. On the recovery mission we nearly lost the car, with the wagon and the tow car having a big 'tank slapper' that lasted for over a kilometre. But by April 2012, it was back on the road with a few more mods."

However, the final stages were yet to come, with a request from a mate to use the Crown in a wedding procession. With Luke's own wedding coming not too far behind, it seemed like too good an excuse to pull out all the stops and give the old girl a freshen up.

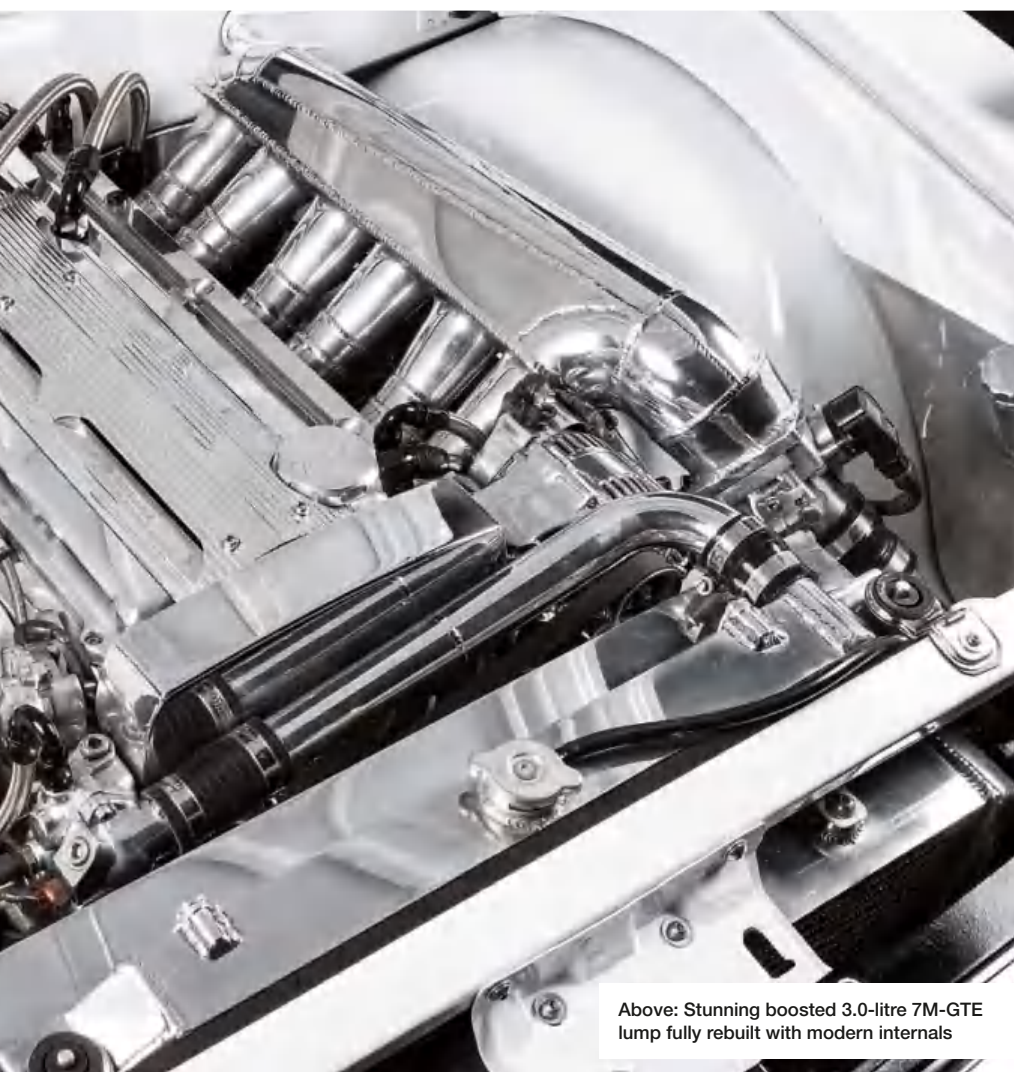
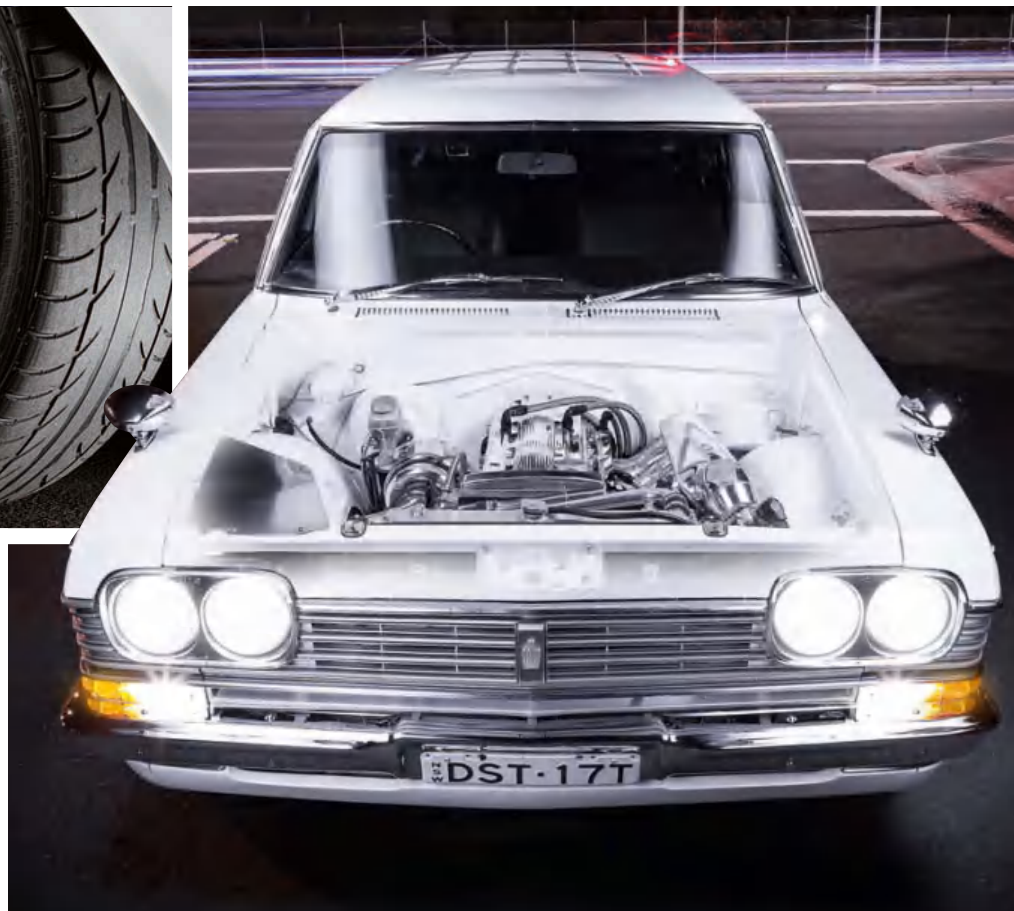
"We pulled it apart in October 2011 for a full respray. It went back to bare metal in my driveway, we panel beat it and painted it in my shed. My good mate Chuck taught me how to prep. He also did some panel work, painted it and he trimmed some of it. My good mate Hyatt fabbed the custom radiator support and another mate, Ant, did an amazing job of the rear quarters. The car was finished just a day before the wedding with the groomsmen cleaning and installing the interior on the morning of the wedding!"

In total, the old Crown has seen wedding duties in Luke's big day and those of three of his mates, never missing a beat. At the end of the day, that's the kind of car Luke has wanted all along. "I wanted a quick car without it being crazy," he says. "I built it to be a tough old cruiser, like a wannabe Yank

tank. I wouldn't mind doing more in the future, but my wife has a lot of plans for the house, so I think I'll be sticking to just installing the audio gear I've already got waiting in the shed."

Given his track record, though. We'd be surprised if we didn't see the old Crown pop up again in the future with a list of new mods. Despite his assertions, Luke is already suggesting an engine swap could be on the cards. "I might do a powerplant swap, but I do like being a bit different..." he says. 🚗





Above: Stunning boosted 3.0-litre 7M-GTE lump fully rebuilt with modern internals

Left: It may be a classic wagon from the Sixties, but with over 350bhp at its rear wheels, be warned if you see this sight in your rear-view mirror...

TECHSPEC

Performance: 266rwkW (356.7rwhp), 8.28sec (one-eighth of a mile)

Engine: Toyota 7M-GTE 3L, Arias pistons, metal head gasket, ARP head and mains studs, decked block, Speedflow braided oil and fuel lines, Road Runner Fabrications (RRF) custom catch can, Kim's Fabrication timing cover, modified alloy S13 radiator, thermo fans, 140A alternator, modified and chromed engine pulley brackets, factory turbo modified to GT35 spec (17psi), RRF custom 4" intake piping, PWR 700x300x70 intercooler, polished and modified factory throttle, custom RRF intake manifold, Microtech LT10 ECU, RRF air box, Bosch 044 fuel pump (98RON), RRF surge tank, Carter Gold lift pump, larger injectors (unknown spec), Sard fuel pressure regulator, Speedflow oil thermostat, Just Jap oil cooler, Factory manifold, 3" dump, 3" mild steel single system, high-flow cat' and muffler, twin 2.5" side exit tips, stainless heat shield for the dump pipe

Transmission: A340 four-speed, MV Autos 2800rpm stall, MV Autos 1.5 shift kit, Sideshow Performance wiring loom, B&M trans cooler, narrowed 8" Hilux G-series diff, Eaton True Trak LSD, 3.9:1 final drive

Suspension: Custom King springs, Koni Red shocks and struts, modified Whiteline adjustable panhard, Nolathane bushings, 1983 Crown steering box, 1972 Crown steering column, hidden power steering reservoir, chassis boxed in places

Brakes: Ford FG Falcon GT-P 355mm front rotors and six-piston Brembo calipers, JZA80 Turbo slotted rear rotors and Brembo Evolution 8 twin-piston calipers, custom AE71 brake booster, Subaru 1" bore master cylinder, braided brake lines, custom hard lines in bay, custom pedal setup

Wheels and tyres: 18" Intro Vista billet wheels (8" front, 9" rear)

Exterior: PPG Dynamic white 2-pak, Crown Ute grille, custom radiator support, shaved engine bay, deleted badges and some bright work, series-II tail-lights, series-I tailgate

Interior: 1972 Crown centre console, ZZE Corolla leather front buckets, new carpets, Dynamat sound deadener, fresh roof lining, custom Speed Hutt gauges, GPS speedo Alpine head unit in glovebox, remote control in centre console, Alpine 6" splits front and rear

Thanks: I'd like to thank my parents Peter and Kerri for putting up with the car and for my dad's help and knowledge over the years; my wife Laura for her understanding, help at times and her patience with the long nights. Without my great mates Chuck and Hyatt the current build could not have happened and the car wouldn't be as good as it is. Linden from Road Runner Fabrications for all the excellent work and becoming a great mate. To everyone that helped in any way when the car was stolen, I am forever grateful, and finally to all the Toymodders that have given me a hand either physically or over the forums – I could have not built the car without that advice and assistance



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1 Featured: "Ultimate" Intercooler Kit

R35 GTR INTERCOOLER KIT BY PRO ALLOY

It's always been our intention to do something a bit special with this car as its tuning potential is immense and they seem to be falling into the hands of Nurburgring bashers, track day nuts and fast road enthusiasts alike and for sure its going to be fairly hard to find an un-modified car in a year or two. With this in mind we thought it would be a neat idea to build our new range of products so everything is reversible... by this we mean you won't have to cut, bend, adjust or modify any part of the car to fit our parts and with regards to the intercooler kit, there are no modifications required to the OEM plastic cowlings or alloy bumper bar so of course, no compromise to safety. Everything you need is supplied in the box and when you are done with the car, take the kit off and sell it! For the intercooler, we have built two different versions, The "Pro" and the "Ultimate". Both coolers have the same core and hand-built end tank design, and are supplied with an alloy air scoop fitted to the cooler and of course all the mounting hardware to fit the cooler. The main differences are in the pipe work...

"Pro Spec" Intercooler Kit Most of the original boost pipe work and oem filters (or aftermarket) are retained - this kit is ideal for those not aiming for 4 figure BHP levels or for people who may have already invested in an aftermarket boost pipe and air filter set up. **£1914 inc VAT**

"Ultimate" Intercooler Kit Boost pipes, bespoke air filter pipes and filters, silicone hoses etc are supplied with this kit, but the big advantage of this set up is the configuration as we re-route the flow of the cooler making a much shorter and more responsive boost pipe run, we also re-site the air filters to grab more cold air from the front of the car and supply complete with 80mm MAF pipes, ideal for 4 figure BHP cars!. **£3300 inc VAT**



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EXHAUSTS

Pop-pop, bang-bang. It's time to take a closer look at performance exhaust systems and how they work...

Words: Jamie King Photos: Various

Fitting a performance exhaust is one of the first upgrades car enthusiasts make in the search for more power. In fact, 'air filter and exhaust' is widely regarded as the universal Stage 1 setup. As well as enhancing a car's soundtrack, a decent exhaust system will help release both power and torque from an engine. But how exactly does a simple metal pipe improve an engine's performance? Well, the exhaust system itself may be a collection of simple, albeit cleverly shaped and mandrel-bent, stainless steel pipes but

the science behind an exhaust is actually quite complicated.

The key to a good exhaust system is in the way it is designed. Variables, such as bore size, the length of the system, volume of headers, number of silencers, and style of catalytic converters, all need to be designed to work in harmony to produce the best possible results. Altering any one of these variables can and will affect the engine's overall performance – meaning they can be tweaked to the give desired characteristics – and here's how...



MANIFOLD DESIGN

Many standard exhaust manifolds have a pretty rubbish design, if we're honest; they're often made from cheap materials and designed to be mass-produced. Most are made from heavy cast iron, have unequal length primaries and, due to the crude nature of the casting process, aren't always even the same bore size throughout.

Replacing the standard manifold with a performance item is almost guaranteed to offer increased power potential. For four-cylinder naturally aspirated engines there are two main types of performance manifold available: a 4-2-1, and a 4-1 design.

As the names suggest a 4-2-1 manifold has four primaries which link into two secondaries, and then into one just before the rest of the system, whereas a 4-1 manifold simply has four primaries that all link directly into one collector.

A 4-2-1 manifold generally gives more mid-range torque than 4-1 versions because

where the primaries and secondaries link they create a vacuum that helps draw exhaust gases out of the cylinders. This works hand in hand with equal length headers and as one wave of exhaust gases passes the primary runner of the paired cylinder it creates a vacuum which helps draw the exhaust gases out from that paired cylinder.

The tricky part is deciding which cylinders to pair when using a 4-2-1 manifold. It can vary depending on the application but typically cylinders one and four, and cylinders two and three will be paired.

4-1 manifolds tend to be used in applications where outright power is of more concern than driveability and a wider torque

spread. For instance race cars that only ever use the top end of the rev range will benefit from a 4-1 manifold as they are less restrictive at higher revs; the 4-1 design means the manifold can physically expel more exhaust gases quicker. This also means that typically 4-1 manifolds will have a greater top-end power potential compared to a 4-2-1 design but at the expense of mid-range torque. Therefore the general consensus is that 4-2-1 manifolds are better suited to fast road cars and 4-1 manifolds are better suited for high-revving applications.

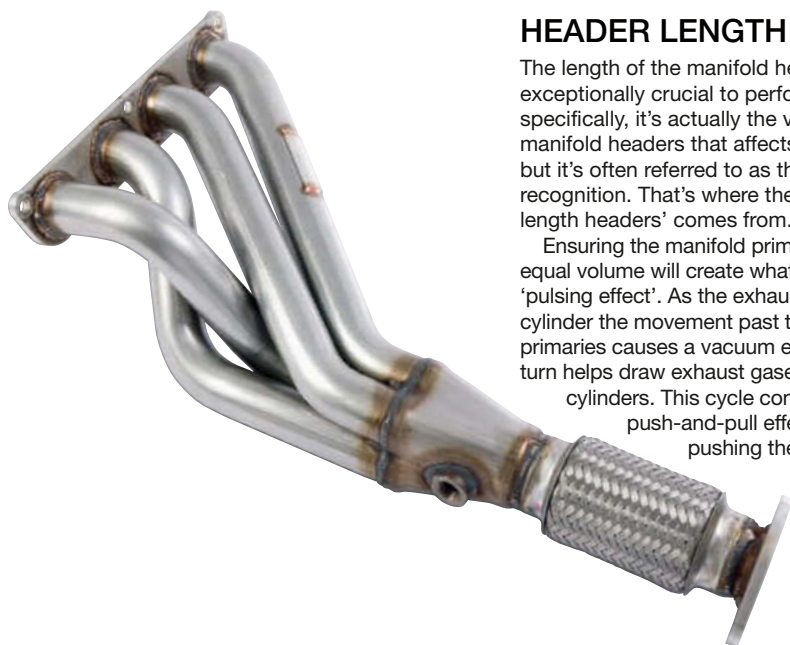
HEADER LENGTH AND VOLUME

The length of the manifold headers is exceptionally crucial to performance. More specifically, it's actually the volume of the manifold headers that affects performance, but it's often referred to as the length for easy recognition. That's where the term 'equal length headers' comes from.

Ensuring the manifold primaries all have an equal volume will create what is known as a 'pulsing effect'. As the exhaust gases exit one cylinder the movement past the other primaries causes a vacuum effect, which in turn helps draw exhaust gases out from those cylinders. This cycle continues with a push-and-pull effect with the piston pushing the exhaust gases out of the cylinder and the vacuum

within the manifold helping to pull them out of the other cylinders at the same time.

However, it's not always possible to achieve equal volume in all primaries due to design and fitting issues. For example, the Subaru Impreza is famed for its unequal length headers (which is what causes its distinctive rumble) where the turbocharger was mounted to one side of the flat-four engine in order to fit, resulting in vastly different primary lengths. Incidentally, that distinctive rumble is a result of the exhaust gas pulses actually colliding with each other. In equal length headers these pulses travel the same distance as each other, and are therefore less likely to collide with each other. The nearer to equal the manifold lengths are, the more balanced the flow of exhaust gases and the smoother everything runs.





MANIFOLD BORE SIZE

When it comes to the manifold end of the system bore size becomes very critical to performance. Too small and the system will be restrictive and hold back top-end power. Too big and there will be little or no backpressure, causing the gas speed to slow considerably, again hampering the performance potential for the engine.

It's not all bad though. While a smaller bore manifold will be more restrictive when it comes to outright power, this restriction means that the gas speed is higher, typically resulting in a higher torque output. Conversely a larger bore manifold may mean backpressure, gas speed, and torque are



CATALYTIC CONVERTER

In order to meet the stricter emissions regulations, cars produced after 1994 will require the use of a catalytic converter within the exhaust system. A cat, as it's known, contains a selection of precious metals that help reduce the amount of CO and other nasty gases that a petrol combustion engine produces. But putting the eco-debate aside for another day, what does that mean in terms of performance? Well, it's actually adding another huge restriction to the exhaust system so ultimately it's bad news for performance.

Simply chucking it in the bin and replacing with a straight piece of pipe – or a decat – is great for performance but the car will never pass an MoT again in its life, and even some race regulations now insist a cat is fitted. So a decat isn't really the answer.

However, sports cats are. A typical standard catalytic converter contains between 400-600 cells per square inch, whereas most sports cat are either 100 or 200 cells per square inch. So while not as

free flowing as a decat pipe, a sports cat is much less restrictive than a standard catalytic converter, allowing the exhaust gases to pass through them much easier and faster, but still reducing the emissions



reduced but a greater outright power is possible. These traits can be tailored to best suit the desired application. For example, most 16-valve engines – which inherently rev better but produce less torque than eight-valvers – tend to work better with a slightly smaller bore manifold. By the same token, more torquey engines can get away with running a slightly larger bore, which will flow more at higher engine speeds. Similarly, lightweight cars that don't require huge torque outputs are able to utilise larger bore manifolds to help with top end performance and outright power potential.

As a general rule, road cars tend to work better with a slightly smaller bore manifold, as it offers a wider torque spread, but for the ultimate in outright power for race applications a larger bore manifold will be needed.

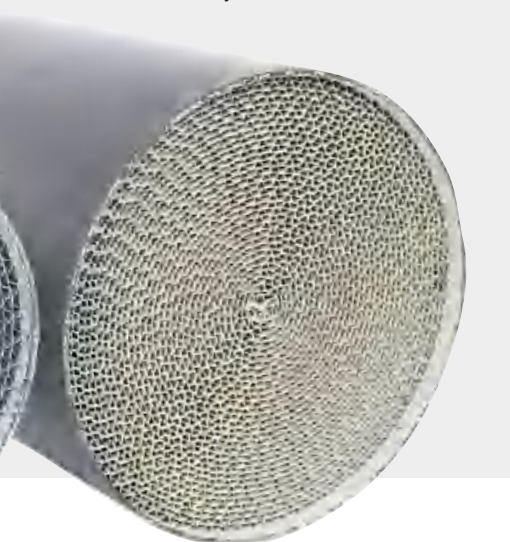
Turbocharged engines are different again. There is no real need to worry too much about backpressure, as the turbocharger itself will act as a huge restriction in the system and

create plenty of backpressure. Instead, the main concern is with ensuring there is a constant stream of exhaust gases at the turbine wheel, in order to keep the turbo spinning and reduce lag.



enough to keep the car road-legal.

For cars produced before 1994 the regulations on emissions are much more relaxed, and can easily be met without the need for a catalytic convertor.



SYSTEM LENGTH

There will actually be an optimum overall length for the entire exhaust system, and there is a way of calculating this. However, it is very rarely done on anything outside of bespoke race cars, simply because the size and shape of the car will nearly always dictate where the exhaust system is going to run. Even most race cars have to adhere to rules stating where the exhaust system runs/exits, so unfortunately there's not much scope for improvement here. Thankfully, while there is an optimum length, deviating from it makes very little difference in terms of performance for fast-road cars and indeed most race cars, too.





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Accord Type-R CH1 1998-2003, Full System without Downpipe	£ 643.25	Lancer Evo 4/5/6 Cat Back	£ 454.05	NISSAN	
Accord Type-R CH1 1998-2003, Full System without Downpipe	£ 643.25	Lancer Evo 7/8/9 Full System with Cat Replacement	£ 643.25	300ZX (Does not fit SWB cars), Cat Back	£ 718.92
Accord Type-R CH1 1998-2003, Cat back	£ 552.44	Lancer Evo 7/8/9 Full System without Cat Replacement	£ 590.27	350Z, Cat Back and Cat Replacements	£1,051.90
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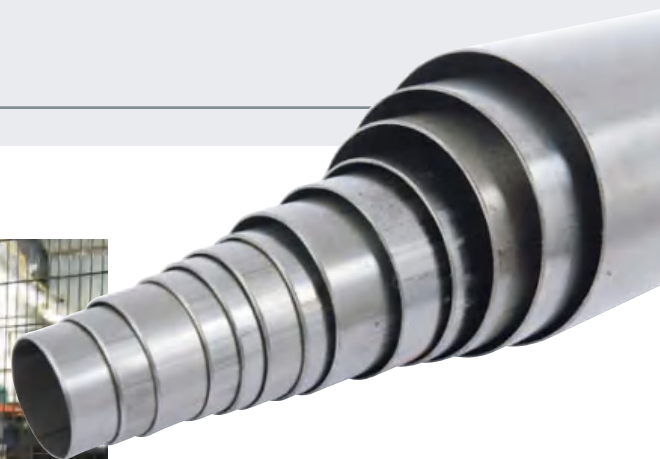
SILENCERS

Another important job the exhaust system has to do is reduce the noise output from an engine. Yes, a system with no silencers at all will be the least restrictive and therefore the best in terms of performance but the compromise is unbearable volumes of exhaust drone. Not only will this ruin any car you plan to use on the road (not to mention attracting the unwanted attention of the police), it will also mean that you'll never make it on to a track day anywhere.

Therefore, although silencers are a restriction in the exhaust system, they are a necessity, and as such need to be considered carefully in the design of a system.

There are two main types of silencer: 'baffled' and 'absorption'. Most standard production cars will come out of the factory with baffled style silencers. They are very good at silencing the exhaust noise but are also very restrictive. The gases have to wind their way around a series of baffles. This slows everything down and therefore reduces noise. But slowing down the speed of the exhaust gases causes an increase in backpressure, and ultimately restricts performance of the engine. Therefore most performance exhaust systems feature absorption-style silencers. These units utilise a perforated tube within the silencer, surrounded by packing. As the exhaust gases pass through the silencer, they are allowed to expand – through the perforations – and into the packing, therefore 'absorbing' some of the noise. Absorption silencers aren't as effective as baffled silencers at reducing noise but they are much less restrictive and still silence the system enough to make the car driveable.

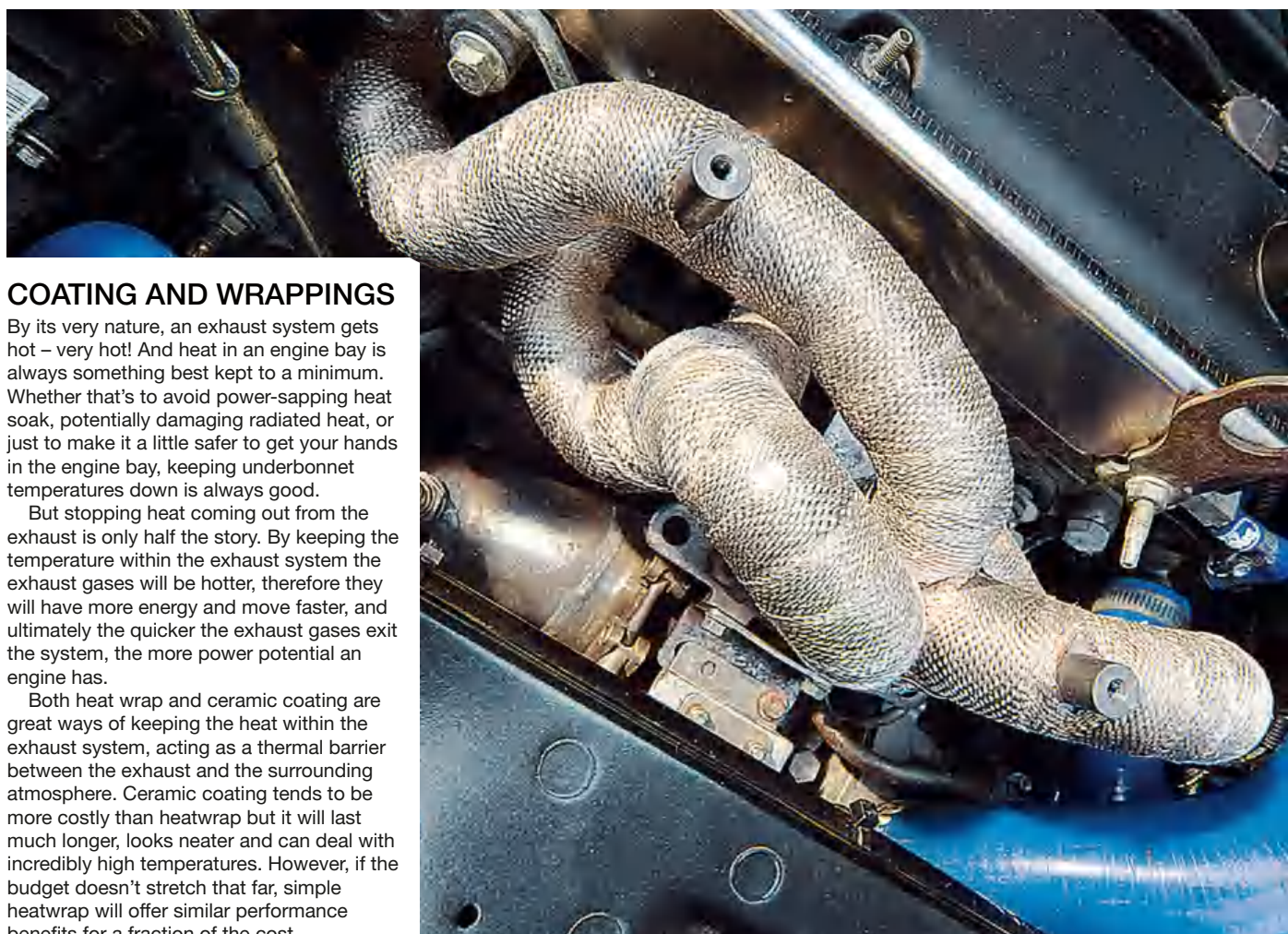




SYSTEM BORE SIZE

The bore size refers to the internal diameter of the pipes used. For the majority of the exhaust system the bore size isn't overly critical – just so long as it is in the right window for the horsepower generated. As a general rule of thumb a 200bhp naturally aspirated engine will require a bore size of between two and two-and-a-half inches diameter. Bigger power engines will require a larger bore size, while less powerful engines would benefit from a smaller bore size.

Forced induction engines tend to warrant larger diameter systems because, unlike the linear way a naturally-aspirated engine expels its exhaust gases, with a turbocharged engine the gases all arrive in one big hit (when the wastegate opens). Therefore turbocharged engines generally require a larger bore exhaust system to cope, typically between three and three-and-a-half inches.



COATING AND WRAPPINGS

By its very nature, an exhaust system gets hot – very hot! And heat in an engine bay is always something best kept to a minimum. Whether that's to avoid power-sapping heat soak, potentially damaging radiated heat, or just to make it a little safer to get your hands in the engine bay, keeping underbonnet temperatures down is always good.

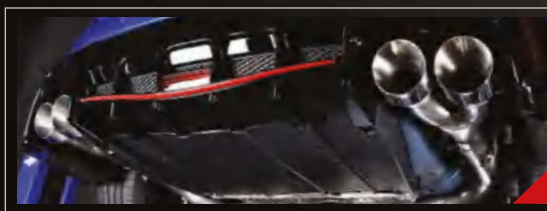
But stopping heat coming out from the exhaust is only half the story. By keeping the temperature within the exhaust system the exhaust gases will be hotter, therefore they will have more energy and move faster, and ultimately the quicker the exhaust gases exit the system, the more power potential an engine has.

Both heat wrap and ceramic coating are great ways of keeping the heat within the exhaust system, acting as a thermal barrier between the exhaust and the surrounding atmosphere. Ceramic coating tends to be more costly than heatwrap but it will last much longer, looks neater and can deal with incredibly high temperatures. However, if the budget doesn't stretch that far, simple heatwrap will offer similar performance benefits for a fraction of the cost.

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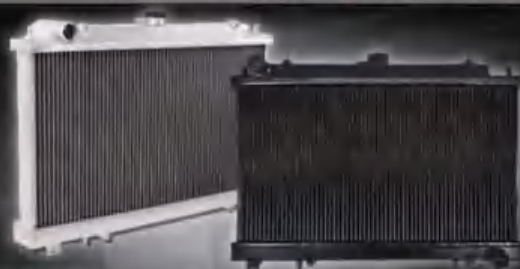
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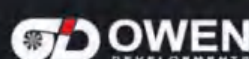
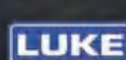
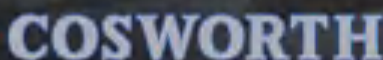
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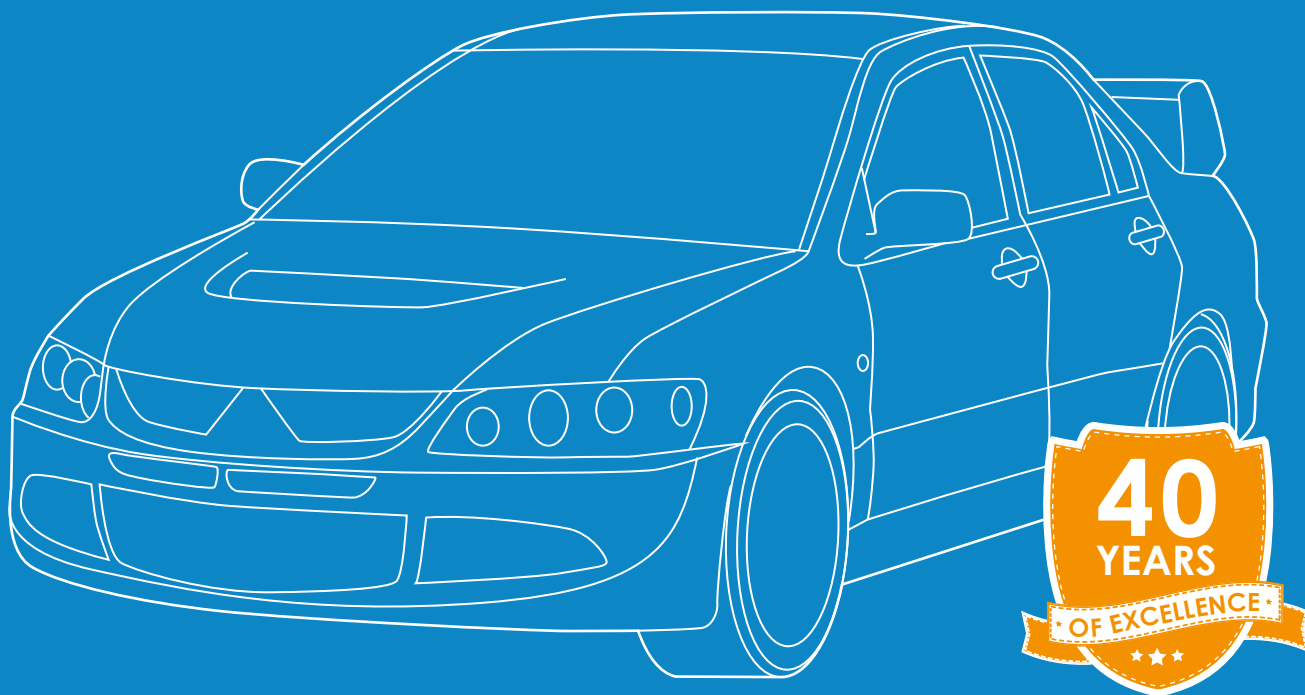


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SUBARU BRZ

Subaru's version of the joint venture sports car may not have been quite so popular, but there are plenty that prefer the car's legendary heritage...

TECHSPEC

Engine: 1998cc flat-four

Power: 200bhp

Torque: 151lb ft

0-62mph: 7.6sec

Top Speed: 140mph

Price New: £24,995

WHAT TO KNOW

Unveiled to the world at the 2011 Tokyo Motor Show, the BRZ was a joint venture with Toyota, but Subaru supplied the all-important Boxer flat-four engine. It produced relatively low power, but it was rear-wheel drive and, unlike most modern cars, it featured an LSD as standard. Wheels were narrow 17-inch alloys so going sideways was simple and although there was a choice of six-speed manual or paddle shifted automatic 'box, it's safe to say a majority opted to have a clutch pedal. You could also choose from SE or Lux versions, the latter offering heated leather seats but other options were limited to just sat nav and paint finishes. The Toyota GT86 sister car was priced the same and differences between the BRZ were minimal, but included subtle interior and exterior trim choices and a difference in service packages. Some road tests reported the Subaru rode slightly better, but despite this, the GT86 sold in more volume. In 2014 the BRZ's price was reduced to just £22,495 (as was the GT86's) and the model is still current.

WHAT TO PAY

There are more GT86s for sale than BRZs, which means they are slightly cheaper to buy but not by a whole lot. Import examples of the BRZ tend to command a little less money and the cheapest we could find was a 2013 model with just 15,000 miles showing on the clock for a very reasonable £14,995. To get into the official UK car bracket, prices start at £16,500 with a couple around for that price, and values rise from there, but remember brand-new cars now start lower than ever.





WHAT TO LOOK OUT FOR

Nothing serious here, but check the obvious and ensure the engine management light isn't on. Some cars experience an odd rpm fluctuation problem at idle, but this appears to be normal, as long as it doesn't stall or trigger the engine light. Also listen out for a light chirping noise when the car is at warm idle. It's related to the high-pressure fuel pump, and whilst a dealer might well replace it under warranty, many owners report it doesn't change much, although the quality of the fuel you put in sometimes does.

It's also important to know that the BRZ's driveline is known to be a little noisy, so expect a mild thud when engaging gears, especially when stationary. Elsewhere, check that the tail-lights aren't misting up with condensation during the cold weather, or if they do, make sure they clear quickly.

Interior rattles can be a common nuisance and popular areas are the dash, rear seat latch and centre console. All of these can be cured with some lubricant or foam padding, as owners have found.

UP FOR GRABS

Interesting cars that caught our eye in the market this month...

TOYOTA CENTURY V12

- ▶ 5.0-litre V12
- ▶ Four-speed auto
- ▶ Only two in the UK

Price? £9995

Where? www.ebay.co.uk



SUZUKI CAPPUCCINO

- ▶ 60,000 miles
- ▶ Very rare
- ▶ Leather trim

Price? £3850

Where? www.autotrader.co.uk



TOMMY KAIRA R-S R34 SKYLINE

- ▶ Based on R34 GT-R
- ▶ Number 90 of 100 made
- ▶ 425bhp

Price? £39,995

Where? www.harlow-jap-autos.co.uk





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THE FLEET THIS MONTH...

Simon Holmes – Editor
R32 Skyline GT-R



Banzai magazine
FK2 Civic Type R



Steve 'Stav' Neophytou – Contributor
FC3S Mazda RX-7



Sam Preston – Features writer
EP3 Civic Type R



Dave Powney – Designer
Lexus IS 220d



Things are getting serious! The new plug-and-play Link ECU will allow full mapping capabilities as well as plenty of other extras

Simon Holmes

R32 Skyline GT-R

So far: Ex-track car, coilovers, suspension mods, N1 spoiler kit, half-cage

This month: Ordered a Link G4+ ECU!

Next month: Time to lose the MAF sensors and get it mapped

Thanks: www.linkecu.com or www.facebook.com/linkecu

There's nothing quite like the excited feeling you get when car parts arrive for you in the post. Especially the important ones – the parts that are going to transform your car and make your life better, parts such as a new standalone ECU. I know it's an exciting feeling as this month my new Link G4+ Plug-In ECU arrived.

Last month I mentioned I was planning a series of upgrades for the Skyline, as it was time to extract some more horses. After buying some bigger turbos I got to thinking about an ECU and decided I should bite the bullet and order it. Shortly afterwards an ample-sized box arrived in the post that brought me great delight. So what did I actually get? To the untrained eye, it looks like a simple box, but it's a box of tricks in every sense. For a start, it allows full mapping capabilities, offering complex 6D mapping with boost correction, sequential injection, as well as switchable boost

settings and even cam control, if I needed it. Clever stuff then, but importantly, the new Link ECU also relies on a MAP sensor reading, rather than use the current MAF sensors. This means I can disconnect the pre-turbo MAFs, which should help the car's initial pick up and response.

On top of the 'basic' bits, the ECU also means I can chop and change the car's specification as I like, only requiring a simple map adjustment. And last of all come the added extras, such as boost limiters for each gear, launch control, anti-lag and full throttle gear changes. And all of that meant attacking my credit card to the tune of £1180, which I think is pretty good going considering.

But, perhaps best is the fitting. This kit is from Link's Plug-In range, and those familiar with Skylines will recognise the blue plug pictured here is the same as the factory connector, which means that it literally plugs straight in without having to do anything else. Except map it, of course. For that, I'm taking the car down to my trusted friendly tuner, and good mate, Lee at Devil Developments in West Sussex. The plan is to dyno run the car as it is then simply fit the plug-and-play Link G4+ before mapping the car in the same specification to see the how different it drives just from changing the ECU and removing the MAF sensors. Of course after that, we can start adding the bigger injectors and bigger turbos before mapping it once again for bigger power, which his where it gets really fun! 🚀





Banzai magazine

FK2 Civic Type R

So far: Arranged a six-month loan from Honda, tested the power, taken it to shows and taken it to the track

This month: Took it round Donington Park circuit

Next month: It's time to test the performance

Thanks: Honda UK... yet again!

Having covered around 6000 miles in the car so far, it's fair to say we've become accustomed to just how good it is on the road. Yes, the suspension is a little firm, and in 'R' mode, borderline unusable in the UK, but then that's a track setting really. But this month, we finally got to test out the 'R' mode when Honda UK, who lent us the car, kindly invited us along to a track day event it was hosting at Donington Park race circuit.

So we grabbed our helmets, hurried up there one cold morning and cautiously ventured out on to a slightly damp and slippery circuit. Familiar with Donington's cambered twists and turns, we soon found

Above: It's safe to say Gordon Shedden approves of both *Banzai* and the Type R!





the able Civic inspires confidence even in these conditions. It was easy to rely on the savage torque, huge grippy tyres and powerful brakes to bring you safely up to speed until the heat really builds up in the rubber. And that's when the little Civic really began to show its colours and shine, devouring lap upon lap whilst engaging you with wonderful amounts of precise feedback through the front end. It just seems to go where you point it, and earlier than you expect. The LSD was working overtime in the damp but you could feel it pulling the car where you wanted it to go.

During the lunch break we got talking to current BTCC champ Gordon Shedden, who confirmed the Type R is an incredible all-rounder on track from his experience. And sure enough, as the sun dried the circuit for the afternoon session, the increased levels of grip effectively demonstrated the car's abilities even better. Direction change was instant, power could be eased on in greater increments and braking administered later. It became addictively fast and we soon found ourselves pushing more on every lap, reaching over 120mph down the back straight with ease. This is when, after 15 minutes of solid driving, you notice how physically demanding the process becomes. But once you get into the groove, you could literally go round – with a huge grin – all day.

It was a great experience and confirmed what we already suspected; that the new Type R is a weapon on track. It's not just safe and predictable, but also ludicrously fast and responsive to input. And what's more, it's easy to drive fast. It was also highly addictive and the Type R didn't so much as bat an eyelid during the sessions, using nothing more than (quite a lot of) fuel! We want to do it again, and we will soon... 🚩

Steve 'Stav' Neophytou

FC3S Mazda RX-7

So far: Toyota 1UZ V8 swap with Kelford cams, Zurawski Motorsport turbo conversion, six-point bolt-in cage, BN Sports wide-body kit, modified suspension and steering for drift use

This month: The turbo!

Next month: An unusual transmission solution...

Thanks: Compressor Racing for the awesome turbo (www.compressoracing.com)

On the last update you got to see the awesome 1UZ turbo setup that Zurawski Motorsport has created for my RX-7, but the setup was designed using a mock-up turbo while the actual one gets built, and here it is...

I'm not one for following the crowd, and I also happen to be a self-confessed turbo geek, so I looked forward to spec'ing my own turbo, though the engine in question and my requirements made it tricky to say the least.

Due to the engine's previous naturally aspirated guise, the cams are pretty wild, 290-degree duration, which requires a pretty hefty turbine side of a turbocharger to make use of; indeed a small restrictive turbine side will make those cams perform worse than the stock ones. The problem is, a big turbine tends to mean a slow responding turbo, and that's not what I wanted either, in fact I wanted big power; big boost from around 3500rpm, and no restriction even at very high rpm.

After a whole lot of thinking and second-guessing myself, I decided upon a Holset HX52 turbo with a billet compressor wheel and a 16cm twin-scroll T4 turbine. The turbo is a big beast, no doubt about that, good for around 900bhp, but it's incredibly fast spooling for its size; even on 3.0-litre engines people report full boost by well under 4000rpm.



As the car looks pretty ridiculous with its purple and yellow paint scheme, I decided the turbo needs to look equally crazy, so once Compressor Racing had built it for me, I painted it in the same comedy colour scheme; topped off by using a Scania-badged compressor housing.

Now the engine parts are nearing completion, I had to sort the transmission, as while the car was running the famously strong Toyota R154 gearbox. I really hated how the gearbox felt; it was like a vintage tractor and ruined the whole feel of the car. Thankfully I had a solution that's not only even stronger, but gives a precise and enjoyable gear change feel to boot. Tune in next month to find out exactly what I've done... 🚩



The RX-7 isn't quite ready yet, but it's making progress!

Sam Preston

EP3 Civic Type R

So far: K&N Typhoon intake,
Falken tyres

This month: New battery

Next month: More track time

Thanks: Exide (www.exide.com)

It became apparent that as soon as the weather took a turn for the worse at the start of this year that my aged battery was on its last legs. Even with a fresh charge almost every night, it barely had the oomph to even unlock the car remotely, let alone power the starter motor to get the car moving.

A quick fix that many are happy to go with, is to head down to your local generic car parts shop and grab the nearest universal battery you can find. While this is often enough to keep your car going for another few years, I always wondered whether you were getting good value for money with these rather suspiciously branded batteries.

That's why, this time around, I decided to do things properly and head straight to a decent manufacturer, which would have a tailor-made battery for my exact car.

With its batteries now boasting 'Carbon Boost' technology to allow for up to a 1.5



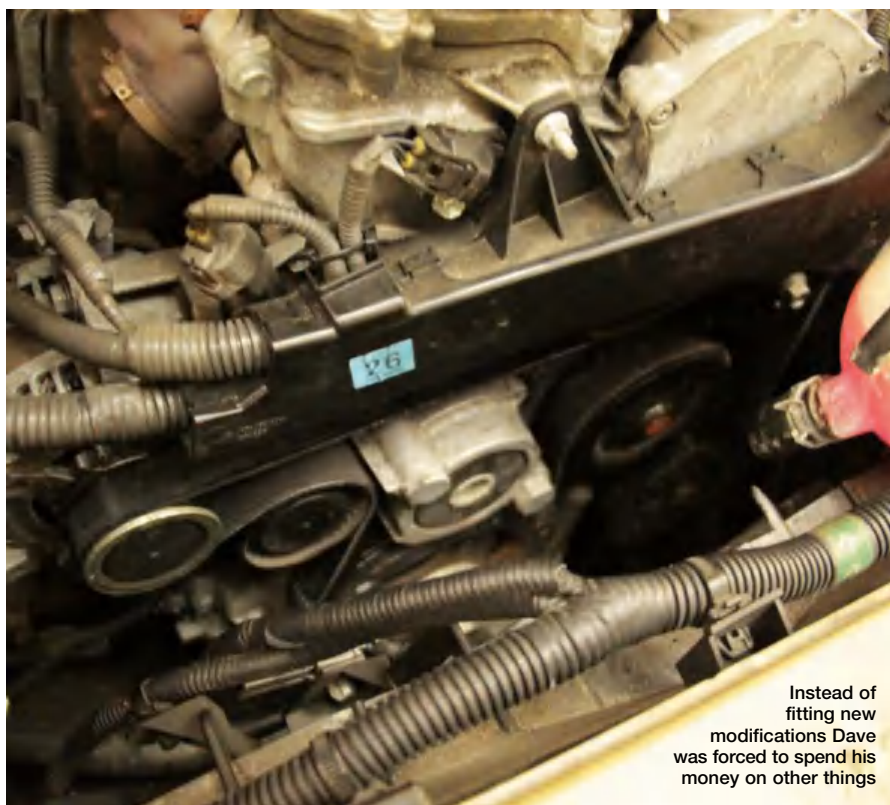
Left: Exide batteries are designed with cold winter starts in mind



times faster charge, along with 30% more starting power, Exide seemed like the obvious choice to go for. Let's not forget this is a brand which supplies the likes of BMW and VW with their OEM batteries, so you can be pretty sure its items are going to stand the test of time.

The result is a whole lot more peace of mind when driving my Civic now. I can feel confident in using every electrical gadget known to man for even the shortest of journeys, knowing the car will still keenly fire up for me next time I go to use it. Just what you need over the winter months! ❄️





Instead of fitting new modifications Dave was forced to spend his money on other things



Dave Powney

Lexus IS 220d

So far: Bought it... fixed a few bits

This month: Had to replace A/C drive belt and belt tensioner!

Next month: Hopefully get round to some proper mods...



I've been driving the big Lexus for a couple of months now and the plan was to start doing a few bits and pieces to make the car look and drive better. But, sadly, things haven't quite panned out that way. Instead of splashing out on wonderful new wheels and super suspension upgrades, I've been forced to address a few annoying issues. As I use the car everyday, I couldn't help but notice a strange squeak that gradually got worse which seemed to be coming from underneath. On my last car, I was unlucky enough to have to fork out for two rather expensive dual mass flywheels during my ownership, so I was hoping the squeak

wasn't anything to do with my flywheel nemesis. So I took the car to a mate's garage that I've used over the years: Palmers Autocentres in Crawley Down.

After talking to the guys about the problem, they had it up on a ramp in no time and diagnosed the problem to be the dreaded clutch release bearing. Annoying, but not quite as bad as a flywheel! While they were under the bonnet they also noticed that there was part of the old alternator belt wrapped around the A/C pulley. It seemed that during its lifetime it's chewed a belt, so they removed the offending part and also discovered that there was slight wear in the

alternator drive belt guide pulley above the A/C pulley! Just my luck!

I decided to get the car booked in and a week later the pulley and belt tensioner were changed. The A/C now seems to work a lot better and quieter which is good. As for the squeak, I asked the garage I bought the car from to change the bearing even though it's not covered by the warranty and it eventually agreed to pay for the parts if I pay for the labour, which seems pretty good to me.

Since the clutch is working fine I'll leave it for a few months before doing it as it's an expensive job but I rely on this car everyday. So the wheels will have to wait it seems... 🚫



SAMUEL PASK HONDA INTEGRA TYPE R

Originally hunting for a JDM-shape DC2, Samuel soon realised that the UKDM examples were generally more readily available and in better condition. After spotting this immaculate and then-standard UK-spec car up for sale, he knew the time was right to buy. A keen track driver, the aim was to simply enhance what Honda had already done a great job on when it came to driving capabilities. This means that MeisterR Zeta S coilovers now sit under each wheel arch of this Championship white beauty, along with a fresh

new set of suspension bushes all-round.

Power is subtly improved with the assistance of a Tegiva Powerchamber air intake and a 4-2-1 exhaust manifold connected to a Tanabe B-pipe and DC Sports back box, to unleash as much as possible from the fabulous red-top engine.

Perhaps our favourite part of Samuel's car is the set of ultra-rare, staggered Sprint Hart CP rims tucked away on each corner. Retaining the dinky 15" diameter means more lows and more tyre wall, for even more cornering thrills!



BEN TURNER NISSAN SUNNY VAN

Ben's 'Mystery Machine' is a proper JDM rarity in the UK: a Nissan Sunny Van from the Nineties, complete with a 1.7 non-turbo diesel engine! "I drive it over 80 miles a day; it's used for my valeting and servicing company," Ben explains. "It used to be used as an industrial supplies delivery van, but I've never seen another one on the road!"

Modifications have been kept to a minimum, but include a 70mm drop on Apex lowering springs, along with some retro Exip mesh alloy wheels for a hint of that slammed Euro look. This example is proof that cars don't have to have briefcase-loads of cash thrown at them to be super cool...

IVAN KILLZ HONDA CIVIC

This eighth-generation US-spec Civic may not be the fiery SI model, but it hasn't stopped family man Ivan adding his unique personal touch to the swanky sedan.

With a paint scheme inspired by the legendary P-40 Warhawk fighter planes giving off a cool but aggressive look, the image has been completed with some gold Enkei RPF1 wheels and a drop on some D2 Racing coilovers. Performance comes courtesy of a Fujita cold air intake and a Honda Factory Performance exhaust system, which also give off a provocative growl!

A proud member of the California-based 'Vicious Habitz' car crew (hit it up on Instagram), Ivan tells us his son is his biggest fan, and with a dad who has such an eye-catching car, it's not hard to see why...



DAN GOODRUM TOYOTA STARLET

It's not the more commonly modified Turbo model, but this hasn't stopped Dan from transforming his wisely-chosen first car here into something that sounds like a whole lot of fun to drive around where he calls home – the Isle of Wight.

So far, the 1.3-litre starlet has benefited from a set of Speedline alloys with sticky Toyo TR-1 tyres, along with some Direnza 40mm lowering springs. The stripped-out interior now houses two EP3 Civic

Type R bucket seats, while under the bonnet Dan's gone for a rare 4-1 'Hot Shot' exhaust manifold, a larger Corolla inlet manifold and a full exhaust system: "The plan is to get it over 100bhp from the normally aspirated engine," Dan explains. To achieve this, future plans include a GReddy ECU and larger fuel rail and injectors.

With such a well-sorted first car under his belt, we can't wait to see what Dan is driving about in a few years time...



CHRIS WAIT HONDA CIVIC TYPE R

This is one EP3 that's oozing with class. From the subtle respray in Audi Brilliant red to the custom side steps and low front lip, there's plenty of unique touches to help it stand out from the other Civics on the road.

A drop comes courtesy of some top-notch Eibach Pro Street S coilovers, finished with sumptuous Volk TE37 rims to complement the Mugen-style front lip and spoiler. But it's not all show and no go. Under the bonnet, we've got a larger 'RBC' inlet manifold, Tegiwa M induction kit, DC Sports exhaust manifold and Spoon N1 exhaust system to take care of some pretty hefty power (and noise!) gains.

Inside, things remain bang-on-trend thanks to some colour-coordinated DC2-spec Recaro recliners and a Personal steering wheel. A genuinely impressive and well thought-out hot hatch, we love it!



Street Life is the place for *Banzai* readers to show off their cars!
Want yours included? Get in touch at: banzai@unity-media.com



Andy Hughes



Noel McQuaid



Jordan Bullock



Peter Hunt



Peter Britton



Dan Smith



Raymond Carpenter

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Daniel Richards



Kaysean Brandy



Tom James



Iain Brooke



Les McAtear

2016 HONDA DRAG SERIES

After a hugely eventful 2015 season, we caught up with Jeremy Cookson to find out some more about the up-and-coming Honda Drag Series, held at Warwickshire's Shakespeare County Raceway.

"The Honda Drag Series is a budget, eliminator-based drag series, run on a set of handicap basis for Honda enthusiasts who love to strip-out and race their street cars up Stratford's quarter-mile dash.

"Running with a set of categories and pre-determined dial-ins makes the cars and racing extremely competitive. The series also encourages new enthusiasts to the sport of drag racing on an affordable level.

"Take Mike Rust's 15-second 1979 Civic, for example. Developed over a number of years, Mike has persevered with his little classic to make it into one of the most competitive and feared cars of the series, running consistent times to prove himself as a winner.

"So why not come and join in? All rounds will be held Shakespeare County Raceway's public track days, with further information available on the Facebook page. See you at the strip!"

CONTACT: Search for 'UK Honda Drag Series' on Facebook





HONDA DRAG SERIES DATES:

16-17 APRIL
15 MAY
24 JUNE
25 SEPTEMBER
23 OCTOBER

SHOW PREVIEW: JAPSOCIETY 7 AUGUST, NEWBURY SHOWGROUND

2016 already sounds like it's going to be a year of many new and exciting shows to check out. The latest to be announced is JapSociety, a Berkshire-based show which is certainly worth adding to your 'to-do' list this summer.

We're told to expect a raft of Japanese cars, bikes and traders, along with a Show 'n' Shine competition, bars, and much, much more.

Early bird tickets are just £7.50 (until the end of February), with kids going free. Check out the website for updated information, and we'll see you there...

CONTACT: www.japsociety.com



DESTINATION NÜRBURGRING DATES ANNOUNCED

If you've ever been to the 'Ring on a public 'Touristenfahrten' day you'll probably have noticed that over the past few years the track has become almost unbearably busy as more and more people across Europe discover the incredible thrills it can offer.

That's where Destination Nürburgring comes in – open pit lane-style private track days scheduled throughout the year, where numbers are

strictly limited to ensure you can learn or master the 13-mile course in a much quieter and more confidence-inspiring manner.

Priced for a whole day's driving, one of the events even ties in with the same weekend the FIA WEC 6 Hours of Nürburgring race is held.

Check out the website for full pricing and availability.

CONTACT: www.destination-nurburgring.com



EVENTS DIARY 2016

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www.castlecombecircuit.co.uk

10 APRIL
FAST SHOW
Santa Pod, Northants
www.thefastshow.com

16 APRIL
OUTLAW JAP CLUB MEET
Ace Café, London
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24 APRIL
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19 JUNE
TUNERFEST SOUTH
Brands Hatch
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www.grc.goodwood.com

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9 JULY
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10 JULY
JAPSHOW
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DRIVER:

Dan Ludlow

CAR:

FN2 Honda Civic Type R

RACE SERIES:

Race Series: Britcar/VTEC Challenge/Dave Allan Trophy Race/CSCC New Millenium

SPECIFICATION: FN2 Honda Civic Type R

POWER 287bhp

ENGINE Dialynx Performance-built 2.0-litre K20Z4 VTEC engine, forged pistons, steel rods, fast road cams, Jenvey individual throttle bodies, fly-by-wire system, MoTeC M400 and PDM (Power Distribution Module), wiring by GWR Motorsport

TRANSMISSION Five-speed Quaife sequential gearbox with flat-shift and custom final drive and J's Racing limited-slip differential

SUSPENSION Moton two-way adjustable suspension, rose-jointed throughout, AP Racing air jacks

BRAKES AP Racing six-pot calipers (front), standard FN2 Type R (rear)

WHEELS AND TYRES Team Dynamics Pro Race 1.2 alloy wheels with Toyo R888 semi-slick tyres

EXTERIOR FN2 Type R shell, polycarbonate windows

INTERIOR JAS multi-point weld-in roll-cage, MoTeC C125 digital race display dash, 100-litre fuel tank with dry break

HISTORY OF THE CAR

"The car was originally built by the Synchro Motorsport factory team in Swindon back in 2007, as an endurance race car to compete in the Britcar Endurance Championship," says Dan. "In 2009, I was invited to drive the car as part of a team for the Britcar 500 race – a six-hour day/night race. The driver line-up comprised of Dave Allan, Pete Venn (two very experienced endurance racers), and myself. To say I was nervous was an understatement! The race went well, and Dave went on that year to win the Britcar's Class 2 in the Civic."

"In 2011, I got to drive the car again, with Alyn James (Synchro's team principle) in a two-hour race which we got a class win in. The car was retired at the end of that season, to coincide with the FN2 being discontinued."

"In 2012, the car was put up for sale and I bought it, with the intention of doing a full series in the VTEC Challenge. Unfortunately, during qualifying at Thruxton, I hit a curb and ended up causing a lot of damage to it."

"I decided at that point to not just to repair the car, but to do a full nut-and-bolt rebuild to the highest standard I could possibly achieve. Being a mechanical engineer by trade, I felt it had to be 100% right, with no time restraints, as the car would reflect my business, Ludlow Engineering."

"One thousand man hours and 18 months later, the car was completely transformed, with even the floor pan being changed. Best of all, it ended up being 45kg lighter than before I started the work!"

"In 2015, I raced the car in the CSCC New Millenium series, the VTEC Challenge and the Dave Allan Trophy Race. Unfortunately, Dave tragically lost his life in an accident at Millbrook in 2012, and the Dave Allan Trophy Race is held annually in his memory, sponsored by Honda. The highlight of the year was finishing second in this race. Luck must have been on my side that day, as the car finished with a puncture (a couple more laps and it would've been a DNF)..."

FUTURE PLANS?

"I'll hopefully be racing in the CSCC New Millenium series again, along with the Dave Allan Trophy Race. I'd like to compete in Britcar but without sponsorship it's not realistic."

FAVOURITE RACE SERIES?

"I love Britcar and VTEC Challenge; both are fantastic!"

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2016 Calendar

*27th February - Castle Combe - Season Launch

9th April - Oulton Park
8th May - Silverstone National
11th/12th June - Rockingham
16th/17th July - Snetterton
6th/7th August - Anglesey
10th/11th September - Croft
16th October - Donington

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MALTA HONDA DUO >



Island

STORY

It's not about top speed in Malta, it's about how you get there – something these two hot Hondas embody perhaps more effectively than any other cars on the island... Words: Sam Preston Photos: Chris Wallbank

It was without doubt the most heavily discussed topic across the whole island for many months. The Maltese were extremely excited for the day of the grand opening, and to be given access to one of the most significant new developments the country had seen for years. And towards the end of 2015 the waiting was finally over as the 'Coast Road' – a five-mile stretch of fresh Tarmac spanning the gap between the towns of Pembroke and Salina (and offering staggeringly beautiful views to boot) – finally opened.

For many locals this new road is simply a far more convenient way to span the island's northern coastline. However, for the surprisingly large number of petrolhead

inhabitants it's a breath of fresh air from the normal tight, busy, and often pothole-ridden road network they've become used to. It's little wonder that highly-strung JDM metal is so popular here. Much like the modified cars found around the Touge areas of Japan, fast-accelerating, revvy, small-engined beasts are understandably a favourite in Malta, too.

Two diamonds in the rough are these two Hondas. Both packing rare modified parts of both Japanese and European influence, and kept immaculate all year round, they're perhaps one of the fastest, most stylish ways you could possibly get around this beautiful country, as we're about to find out...



Keeping Clint's car planted through the hairpin-laden back roads is a set of BC Racing coilovers



Clint Camilleri – JDM DC2 Honda Integra Type R

Even the locals unfortunately very rarely get to witness Clint's clinically clean imported Integra on the road. This is because apart from the rare occasions he's launching it up the local Hal Far quarter-mile drag strip or going for a Sunday drive when the weather is especially perfect, this piece of Honda perfection is strictly tucked away in its garage.

With its big carbon fibre rear spoiler and aggressive front end, it's clear that Clint's into the street racer-style more commonly seen in downtown Tokyo. But previously rocking a stanced EP2 Civic (which his wife now owns), he's no stranger to all of the varied scenes that Hondas seem to fit into so well.

Still a standard Integra just a few years ago, Clint's gone to town on it with the help of friend and Honda guru Jason Cini from the legendary Source-R Autostyling garage, using exotic JDM parts wherever possible to subtly enhance almost every aspect of the DC2's appeal without ruining the undeniable magic

that the car already came with.

Let's start with how this thing looks. The Championship white bodywork has clearly been treated exceptionally well throughout its life and its silky smooth finish is now complemented by a smattering of mainly carbon fibre paraphernalia. That aforementioned rear wing, along with the Tegiwa bonnet, Spoon Sports wing mirrors and various aero parts up front, work together to change the overall aesthetic of the car to that of a capable Time Attack competition car.

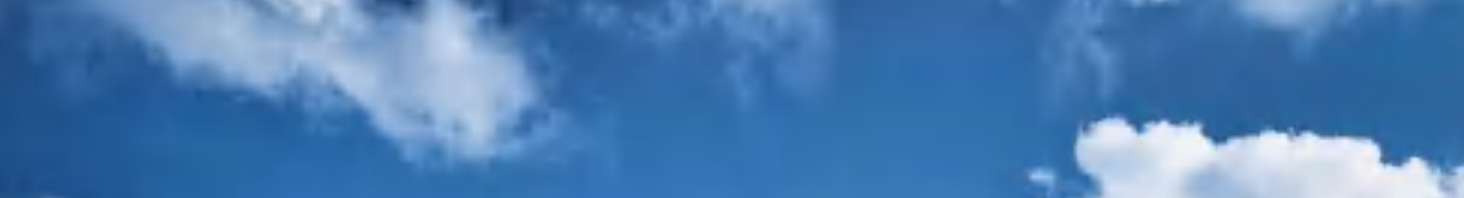
Whilst on mainland Europe we're seeing increasing amounts of K20-swapped DC2s emerging, allowing the owners to not only thrash around race tracks but drive the long slog there and back in comfort, too, the roads of Malta demand as much off-the-line get-up-and-go as possible (along with a sterling chassis, of course), meaning that B-series lumps are still as popular as ever for most

Honda owners. So although the B18 engine has been treated to the usual breathing mods, it's the chassis that's really the secret weapon here...

Keeping Clint's car planted through the hairpin-laden back roads is now a set of BC Racing coilovers – tried and tested on the island and setup to perfection to deal with Clint's driving style. Some Nankang semi-slick rubber further adds to the g-forces. Let's remember that the weather in Malta is, after all, rather different to that in the UK, and this is in no way Clint's daily driver, so he can afford to make a few sacrifices on comfort to make it even more of a hoot on his spirited drives.

Clint has quite rightly stuck to Honda's original blueprints with his legendary Type R, then. With some well-thought-out bolt-on upgrades, we're not surprised to hear that he's never ever overtaken, regardless of how expensive his challenger may be...





TECHSPEC

Performance: 200bhp (approx)

Engine: Honda B18C'R' 1.8-litre four-cylinder 16v VTEC engine, Tegiwa carbon-Kevlar Powerchamber cold air intake, carbon-Kevlar spark plug cover, Spoon Sports HT leads, radiator cap and N1 exhaust back box

Transmission: Original S80 close-ratio, five-speed gearbox with full M Factory rebuild

Suspension: BC Racing adjustable coilovers, D2 rear control arms, Spoon Sports engine torque damper

Brakes: Original disc brakes (front and rear) with Tegiwa 'Brake Stopper' brake cylinder brace

Wheels and tyres: 7x16" Rota Slipstream wheels, 205/45/16 Nankang NS-2R tyres, Tegiwa wheel nuts

Exterior: Tegiwa carbon fibre bonnet, Spoon Sports front lip, Tegiwa front bumper scoop and canards, Aerodynamix carbon fibre Mugen-style rear spoiler, Spoon Sports carbon fibre wing mirrors

Interior: Original Recaro interior, Sparco harness on driver's seat, Tegiwa rear X-brace cross bar, Prosport Performance oil pressure gauge





Kersten Bugeja – EK3 Honda Civic

Although it didn't start off on the same page as Clint's DC2 when it comes to JDM royalty, Kersten's transformed EK3-shaped Civic hatch now oozes at least as much status thanks to the work the proud owner has carried out.

Kersten's love of all things Japanese goes back a long way, and he's got quite the car history to prove it. "I've owned eight EKs!" he laughs. "I also own an S2000, a fourth-generation Civic and a 300bhp Toyota Starlet." Not that it runs in the family, as he light-heartedly explains how his brother is equally as passionate about Fords. "We're rivals!" he grins.

How did this humble, once bog-standard Civic end up becoming the car that Kersten is now most precious about? Perhaps the story of what's been done to it since he bought it as a JDM-spec, 1.5-litre-powered runaround will help clear up the deep connection between car and owner here...

It started in the way the majority of modified car builds seem to. "I began with sorting the chassis, and making it look nice," Kersten modestly puts it. And when he says "sorting the chassis", he really means it. The Cusco coilovers are enhanced with beefier anti-roll bars, a raft of strut bracing and enough adjustable alignment goodies to make even a touring car outfit blush. At the same time, the outside was brought to life with a hand-picked selection of carbon fibre aero parts to signify this was no standard motor.

Now handling well Kersten knew that the car would respond well to substantially

more power. As with Clint's car, however, it was always going to be a B-series lump which ended up taking pride of place under the bonnet, which Kersten believed would exploit the car's wasp-like agility and get-up-and-go the best on the twisty back roads. The 1.6-litre B16A block was therefore grafted in over a few weekends, finished with firm Hasport engine mounts to remove even more slackness from the already rigid platform.

With a killer, well-proven engine and chassis combo taking shape, attention was shifted towards improving the Nineties-spec grey velour interior, painstakingly transforming it into an OEM+ style. "I first went for a full EK9 Type R interior upgrade," Kersten recalls, "but losing as much weight from the car as possible soon started playing on my mind, which explains the race-inspired interior it currently has."

Ah yes, weight. Perhaps the most crucial part of any self-respecting performance Civic build, and something Kersten has taken very seriously indeed. Aside from the Sparco fixed-backs and generally fairly sparse innards, the wheels also illustrate his hunger for shedding the pounds. "I had some Spoon Sports wheels at first," he reveals, "but these Regas came up, and aside from being even lighter, I loved the black/white contrast they provide." Anyone who knows their rims will appreciate the beauty of some genuine Desmond Regamasters – the JDM forged aluminium choice for many of the finest competition cars over the past few decades 🍀



TECHSPEC

Performance: 194bhp

Engine: Honda B16A2 1.6-litre four-cylinder 16v VTEC engine, Tegiwa cold air intake, Password JDM radiator cooling plate, Spoon Sports HT leads, Hasport engine mounts, Hondata ECU

Transmission: DC2 S80 close-ratio, five-speed gearbox, Helix Autosport paddle clutch and pressure plate, Fidanza lightweight flywheel

Suspension: Cusco adjustable coilovers, Whiteline front and rear anti-roll bars, Password JDM front three-point strut brace, Skunk2 front camber kit, KSport rear camber kit, KSport rear toe adjuster, Skunk2 rear lower control arms, ASR rear subframe brace, Energy Suspension bushes all-round

Brakes: DC2 Honda Integra Type R brake conversion (282mm discs front, 262mm discs rear)

Wheels and tyres: 7x16" Desmond RegaMaster EVO wheels, 205/45/16 Toyo R1R tyres

Exterior: First Molding carbon fibre front lip, OEM Stanley foglights, Seeker V2 rear spoiler

Interior: Cusco seven-point roll-cage, Tegiwa rear X-brace cross bar, Sparco fixed-back bucket seats, Takata four-point harnesses, Spoon Sports gear knob with BuddyClub short shifter, OMP concave steering wheel, Autometer dash gauges



"Losing as much weight from the car as possible soon started playing on my mind"



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Twin-scroll

Everybody seems to be going crazy for twin-scroll turbos right now, but what are the reasons and why have they suddenly become so popular?

Turbocharger technology appeared to go through a bit of a dry spot not too long ago. Early advances in development back in the late '80s (when turbos really became popular) included 360 degree thrust bearings and cut back blades, but during the late 1990s it seemed that not a lot really happened. Then, all of sudden came ball-bearing turbos and, not long after, the name 'twin-scroll' started being banded around in the tuning scene.

Promising even better response for bigger turbos, this wasn't just a fad as not only did some of the big tuners get behind it, but, more importantly to prove its worth, so did major car manufacturers. BMW, for instance use twin-scroll turbos in a majority of its current range. But why the sudden change?

Essentially, the science behind why a twin-scroll turbo works better is simple. Due to the firing order, an engine doesn't actually produce a constant flow of exhaust gases,

but rather a quick succession of smaller pulses. These pulses can disrupt each other as they are all expelled toward the turbo together. A twin-scroll, however, makes use of these pulses by dividing them up and then grouping them together for more effect. This way, the pulses can be used more effectively and efficiently to help spool the turbo's exhaust wheel than if it did if they were to arrive all at once in no fixed pattern.

The trouble is, this requires more involved and intricate hardware. For a start, the exhaust manifold itself needs to be split into two, so that on a six-pot similar to the

Below: This is a conventional turbo manifold that shows how all of the primaries flow together into a single shared collector...



pictures below, cylinders one, two and three are completely separated from the exhaust ports to the flange. Then the turbo itself needs to continue the split, meaning the exhaust housing continues to be divided internally right up until it reaches the exhaust wheel. The extra casting alone tends to mean twin-scroll turbos cost more to produce, and more to buy. It also requires two separate wastegates as a single would allow the pulses to mix. Last of all, it's worth noting that twin-scroll pulses only work effectively if they're even, which means an even amount of cylinders is preferable ■



...whereas this is the manifold for a twin-scroll turbo. The cylinders are divided into two all the way to the collector and this division continues inside the turbo



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